

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 16-18, 1991

The Idaho Transportation Board met in regular session in Boise, Idaho on January 16, 1991 at 8:20 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Districts 1 and 2
Phil Batt, Member - Districts 3 and 4
John X. Combo, Member - Districts 5 and 6
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director

Board Minutes. Approval of the Board minutes for the November-December 1990 meeting was withheld pending clarification of the Board's discussion of Port of Entry scales for weight enforcement. The paragraph on the second page of the minutes will be rewritten and resubmitted at the February meeting.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 14-15, 1991 - Boise
March 21-22, 1991 - Boise
April 11-13, 1991 - Boise

Sommercamp Road, Phases 1 and 2, Project RD-3710(1) and (2), Key 3583. Rodney Hawes, former member of the Gem Highway District, wrote to Board members asking for ITD to pay for the \$50,000 overrun in engineering costs in Phase 1. Originally the project was scheduled to be constructed as one; then it was divided into two parts to accommodate funding constraints. The Federal Highway Administration denied ITD's earlier request to consider the two phases as one project so that the overrun could be reimbursed. The Board approved appealing that decision to FHWA Region X.

Director's Report. Director Keibert reported that seven bills have been or will be introduced as Department-sponsored legislation. An overview of the legislative provisions of the Governor's highway bonding proposal was provided.

Reorganization of the Ports of Entry to the Districts is being evaluated by an in-house task force. Written policies should be in effect by July 1, 1991. The Governor has suggested that the Ports be returned to the Department of Law Enforcement. The Director is, therefore, looking at what would be needed in the way of a transfer of capital facilities and the effect on the current funding distribution.

The update of the aviation system plan (1985-95) began in July 1984 and was expected to be a three-year effort. Completion is now expected in February 1991. Overly

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optimistic completion estimates and consultant delays accounted for the delayed completion.

The Director distributed copies of the executive summary of the aviation system plan and a brochure entitled "Economic Benefits of Aviation in Idaho."

Contract Claim filed by Murphy Brothers, Inc./Eucon Corporation, Project F-4113(76), Key 2501, Lawyer's Canyon, US-95. A claim has been filed by Murphy on behalf of its subcontractor, Eucon. The latter operated a rock crusher at a state designated source. Eucon claims that the construction plans were defective in that the plans did not accurately describe the state's gravel pit. Damages being sought total \$455,650.00. The State Highway Administrator denied liability.

The Board authorized Chief Legal Counsel Trabert to attempt to amend the contract to include a binding arbitration clause. If the effort to mutually agree to arbitrate fails, the Board approved the appointment of a hearing officer to hear the petition and make a recommendation.

Quarterly Report of Pending Legal Cases. Chief Legal Counsel Trabert presented the status of legal cases currently involving the Department. He advised that the FHWA would participate in the Eterna-Line settlement (see December 10, 1990 minutes). CLC Trabert indicated that he was looking at the alleged conflict in highway construction specifications identified in the Eterna-Line contract claim. An amendment to the specifications will be made if necessary.

Unsatisfactory Ratings. At the December meeting the Board requested that Deputy Director (Internal) Neumayer look into unsatisfactory performance evaluations and how the Department compares with other agencies in state government. Investigation showed that statistically a very small percentage of employees are rated as unsatisfactory, particularly for more than one evaluation period.

According to the Idaho Personnel Commission, the Transportation Department is near average in terminations for cause and below average in overall general turnover. Other than those employees terminated, during the last evaluation period less than 2% of Department employees were rated unsatisfactory or needed improvement. Those individuals were placed on performance improvement plans and have since become satisfactory or are in the second phase of progressive discipline. According to the Idaho Personnel Commission, this ratio is also near average statewide.

Vice Chairman Batt expressed concern that the Hay Plan as it was conceived by the Legislature was not working. He indicated he would discuss the matter with the Governor.

FY90 Annual Report of Civil Rights Activities. In accordance with Board Policy B-18-07, Code of Fair Practices, Deputy Director (Internal) Neumayer cited the progress and accomplishments during FY90:

- At the end of the federal fiscal year, the ITD work force contained 3.9% minorities and 21.0% women.
- Training is currently being conducted throughout the Department on sexual harassment: the elements and legal ramifications.
- The Department currently certifies 186 disadvantaged business enterprises (DBE) as eligible to participate in federal-aid projects; down 24 from FY89.
- Training was conducted for contractors in Coeur d'Alene and Pocatello on how to comply with the Civil Rights provisions of federal-aid contracts.
- Ten contract compliance reviews were conducted; seven contractors were in compliance, three were issued show cause notices.

Regional Meetings on Proposed Replacement for Weight Distance Tax. After the November-December Board meeting, staff met with members of the Idaho Motor Transport Association (IMTA) to discuss the proposal to replace weight distance tax in Idaho. Input received in the meeting made it clear that an industry consensus could not be reached.

At this time, staff does not have a proposal which would be supported by the legislature. A bill has been prepared that will put the over 80,000-pound weight distance reporting process in Code, as well as give the auditors more authority on who they can audit.

Without objection, the Board agreed to the discontinuance of efforts to schedule regional meetings on proposed replacement for weight distance tax. The Department staff, however, will be prepared with alternatives, if a lawsuit is filed challenging the equality of Idaho's weight distance law.

Bad Check Report for the Third Quarter of 1990 and from September 1983 to December 31, 1990. Motor Vehicle Bureau Chief Kraemer was asked to verify dollar amounts on the quarterly bad check report and resubmit a corrected item at the February Board meeting.

Proposal to Add FAS 2845 (Sublett Road) to the State Highway System. This item was postponed until the February Board meeting, when the delegation from Malta was rescheduled to appear before the Board.

Meeting with the House Transportation Committee. The Board met with Committee members in the Capitol Building at 1:30 PM. Chairman Davidson briefly outlined the transportation achievements in 1990, and the pending legislative bills to increase the aviation fuel tax and to correct weight enforcement deficiencies. Vice Chairman Batt talked about the need for a revenue increase to fund at least part of the improvements identified by the Local Highway Needs Assessment Council. Member Combo urged the legislators to consider the mixture of fees paid by highway users rather than an increase in any one individual tax, and to remember the \$6 billion annual impact of highways on Idaho's economy.

Meeting with Governor Cecil D. Andrus. Board Members met with the Governor in his office to discuss the highway funding proposals to be considered this session by the state legislature. All present agreed on the obvious need for increased funding.

Vice Chairman Batt expressed his perception that the Hay Plan was not working as it was envisioned by the legislators who approved the employee compensation schedule.

WHEREUPON, the Board meeting recessed at 5:00 PM.

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The Board reconvened in regular session in the Transportation Building in Boise, Idaho at 8:30 AM. All Board members were present.

Addition of New Alignment of US-95 to the State Highway System. Construction has been completed on the Devil's Elbow Project No. F-3112(42) on US-95. The new alignment has been opened to traffic since October 12, 1990 and the Board approved adding it to the state highway system.

The decision is shown in Exhibit 19 which is made a part hereof with like effect.

Funding Status of Lakeside and Sherman Avenues in Coeur d'Alene, Project M-2800(013), Key 4451, I-90B. A more thorough history of the funding status was presented and the Board agreed that the status should be provided to the City of Coeur d'Alene. The District will, therefore, advise city officials that the Board reaffirmed its commitment of \$740,000 for Lakeside Avenue. A request from the City is pending for \$740,000 in state funds as a part of Phase II to improve Lakeside Avenue from First Street to Eighth Street but no funds have been approved for that project. An additional \$236,000 of joint city/state signal work is planned with the state's portion to come from the District's operating budget.

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Updated FY91 Interstate 4R, Primary and Secondary Programs. The interstate 4R, primary and secondary federal-aid highway development programs need to be updated for FY91 for the following reasons:

1. The 1991 U.S. Department of Transportation appropriation bill increased the national obligation ceiling from \$12.2 billion to \$14.5 billion which resulted in an additional \$14.4 million in FY91 for Idaho.
2. Idaho did not receive any of the requested \$52.1 million interstate 4R discretionary funds in FY91 for the five I-84 projects located east of Mountain Home.

By updating the master funding plan, staff is able to determine the amount of available funds for programming purposes by each funding category. The balance of withheld obligational authority by the end of FY91 is projected to be \$15.3 million. The withheld funds will be in the interstate category.

Consideration was given by the Board to the following issues in the development of the recommended changes to the program.

1. Apportionment balances by category of funds.
2. Development status of projects that could be advanced.
3. Continuation of staged projects as approved by the Board.
4. Projects already constructed with state funds which can be converted to federal-aid. The conversion of federal-aid projects will result in state funds available in FY91 for construction purposes.
5. Local support for projects as expressed to the Board.

Without objection, the Board approved the revised interstate 4R, primary, and secondary programs. They are shown in Exhibits 20, 21 and 22 respectively and are made a part hereof with like effect.

FY91 State-Funded Highway Projects. The proposed update to the FY91 state-funded program provides a list of two types of recommended new projects:

1. Interstate projects intended to correct the most serious pavement deficiencies, and

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2. Non-interstate projects submitted and prioritized by the Districts.

Without objection, the Board approved the recommended \$14.0 million FY91 state-funded interstate and non-interstate projects. Those projects are shown in Exhibit 23 which is made a part hereof with like effect.

Federal-aid Funding for the Myrtle Couplet Structure, Project DE-0083(810), Key 4452, US-20-26, Boise. Ada County Highway District (ACHD) requested \$1,077,780 to partially fund the structure. It is ready to go to contract and will complete Boise's crosstown connector from Chinden Blvd. to Broadway Avenue.

In September 1990 the Board approved \$2.0 million federal-aid primary funds in FY92 for the widening of the Broadway Avenue bridge. As a result of increased obligational authority and available primary funds in FY91, a portion of the primary funds authorized for the Broadway bridge project could be made available to ACHD for the couplet project. If the Board approved using federal-aid primary funds for the Myrtle couplet structure, the ACHD would agree to make available a like amount of federal-aid urban funds in FY92 for the Broadway Avenue bridge project.

Without objection, the Board approved the use of \$1,077,780 in federal-aid primary funds in FY91 to partially fund the Myrtle couplet structure contingent upon ACHD making available \$1,077,780 in federal-aid urban funds in FY92 for the Broadway bridge widening project.

New Access Approach, Interchange Off-ramp, I-15B, Idaho Falls. Right-of-way was acquired by condemnation in 1962. The parcel involved was severed from the remainder of the farm. The State provided for continued access to the severed parcel and to the parcel north of the county road. Both parcels have since changed hands. No application for a new approach was ever submitted. Improvement of the existing approach would adequately serve the parties involved and would be in the best interest of safety. Staff recommended that the application for a new approach be denied.

Without objection, the Board denied the new approach (Permit 06-91-078) on I-15B, Idaho Falls.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel Nos.</u>	<u>Key No.</u>	<u>Route No.</u>
RS-3712(004)	45 and 47	133	SH-19

District Sign Status Report. When US-20 in District 3 was reclassified from federal-aid secondary to federal-aid primary, 34 additional signs came under control of the State's Highway Beautification Act. Through the end December 1990, illegal and non-conforming signs totaled 238.

Quarterly Report on Status of Current FY-program Obligations. In the first quarter of the federal fiscal year, ITD had obligated \$20.5 million compared to a target of \$22.1 million.

Capital Improvement Programs for State-owned Buildings. The Board asked staff to survey other states concerning capital improvement programs compared to total building replacement costs. ITD's building program equates to approximately 5% of the building replacement costs annually. This compares to an average of 5.52% from the 20 states who responded to the questionnaire.

Annual Update of the Roadside Facilities Program. Board Policy B-05-14 requires that an updated map showing existing and proposed roadside facilities be presented to the Board each year for approval.

No new constructions are underway or programmed.

Without objection, the Board approved the new roadside facilities map, and asked staff to develop a feasibility study for a new rest area on SH-55 between Boise and McCall, and report back to the Board in July 1991.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

F-4100(100) & IR-F-4114(072), Key Nos. 4630 & 3350. - Lewiston Hill Friction Pavement & Lewiston Port of Entry, Nez Perce County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, WA - \$1,088,688.60.

STM-6501(574), Key No. 4383 - Palisade Power House-East, Bonneville County. Low Bidder: Lone Pine Equipment Co., Inc., Twin Falls, ID - \$72,316.50.

RS-1752(001) & F-1480(100), Key Nos. 2847 & 4763 - US-30 Connection, McCammon and I-15 to Junction US-30, Bannock County. Low Bidder: H-K Contractors, Inc., Idaho Falls, ID - \$951,438.50.

HES-5732(018), Key No. 3553 - 16th Street & Pole Line Avenue Turn Bays, Post Falls, Kootenai County. Low Bidder: Glen L. Waddell, Inc., Coeur d'Alene, ID - \$233,109.60.

M-RRP-7632(003) & M-7592(003), Key Nos. 3044 & 2636 - Northwest Access Road & Overland & 5th, Burley, Cassia

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County. Low Bidder: Robert V. Burggraf Co., Inc., Idaho Falls, ID - \$1,210,329.00.

STM-6353(529) & STM-6354(555), Key Nos. 4382 & 4381 - Watts Bridge-Lemhi County Line & Custer County Line-Allison Creek, Custer & Lemhi Counties. Low Bidder: Lone Pine Equipment, Co., Inc., Twin Falls, ID - \$112,767.50.

BROS-1200(3), Key No. 3741 - King Lane Bridge, Butte County. Low Bidder: Idaho Construction Co., Inc., Kimberly, ID - \$123,635.04.

F-3271(056), Key No. 4176 - Horseshoe Bend Summit, Stage 3, Boise County. Low Bidder: Idaho Sand & Gravel Co., Inc., Nampa, ID - \$5,206,863.70.

Delegation - Regarding Access to Lakey's Cafe, US-95.
Former Senator Skip Smyser represented cafe owners Mr. and Mrs. Gary Butts. He asked the Board to reconsider the District's request to eliminate the illegal approach that a previous owner had failed to remove before sale of the property to the Butts. He said the additional access is needed since trucks are parking on the side of the highway because they cannot enter the cafe's parking area via the existing approaches. The Butts have agreed to pay for the additional access if granted.

The Board asked the District 3 Engineer to evaluate the request and make a recommendation at the March Board meeting.

Delegation - Regarding Bypass of the City of McCall.
Members of McCall's Transportation Committee again asked the Board to give priority designation to the alternate bypass route using Deinhard Lane and Boydston Street which had been previously requested (see January 1987 minutes). Increased traffic through the community is expected after the completion of the Horseshoe Bend Hill project on SH-55, according to a committee spokesman. State Representative Wilde supported the request and also cited the need for an alternative crossing of the Payette River for emergency vehicles. Another committee member asked the Board to identify its position to help the city in planning for the future.

Vice Chairman Batt suggested the city look at a private funding effort to supplement federal and state sources.

City Administrator Schmidt said the city was considering an ordinance to allow snowmobiles to use the Lardo Bridge on SH-55. CLC Trabert has already advised the city attorney that the city has no jurisdiction over the state highway system.

After the delegation left, the Board discussed the request further and authorized the Department to contract with a consultant to prepare a concept study of the closer-in

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bypass (Deinhard-Boydstun). Funding is expected to be \$40-50,000 and would come from state sources.

Meeting with Senate Transportation Committee. The Board met with committee members in the State Capitol Building at 1:30 PM. A presentation was made similar to the one given the previous day in the House. The Board then listened to Senator Herb Carlson give the HCR47 Interim Legislative Committee's report on its statewide public meetings held during the summer on the local highway needs assessment.

Delegation - Regarding Project F-2392(32), Key 1649, SH-75, North of Ketchum. Doug Christensen told the Board the delegation represented 1,200 people in the Wood River Valley and that he believed the project was more damaging to the habitat than people were led to believe at the public hearing in June 1989. The hearing did not present the cumulative impact or scope of the project, he said.

Karen McCall said the speed limit should be reduced and signs used to control speed rather than design of the project. She, too, believed the scope of the project had gone beyond the presentation at the public hearing.

Dr. Bruce Lium indicated the project did not conform to the Planning and Zoning Commission's master plan for stabilization of the Big Wood River. He further stated that the rechannelization project was designed for the highway project rather than maintaining the integrity of the river. He suggested both river channels be used to eliminate erosion and asked that the right angles in the river be eliminated.

Scott Edson asked for a different approach to removing the trees in order to provide a clear zone.

The four area residents summarized their requests to the Board in writing:

1. Discontinue any "further destruction of the environmental sensitive areas;"
2. Establish a "comprehensive reclamation and monitoring plan for all disturbed areas;"
3. Construct a bike path separate from the highway;
4. Eliminate the clear zone or recovery zone;
5. Eliminate the third lane south of Saddle Road to Adams Gulch Road and reduce the speed to 35 miles per hour;
6. Reduce the speed limit to Glassford Heights to 45 miles per hour;

7. Reduce the proposed 60 mile per hour curve to 35 miles per hour and install appropriate signs to slow motorists;
8. Construct guardrails rather than concrete barriers;
9. Construct appropriate bulkheads on rock face at curve to prevent falling rock and avalanche danger; and
10. Replace the six foot shoulders with 3 foot shoulders.

Vice Chairman Batt stated that the project decisions after the hearing had been based on coordination with affected local agencies and public input derived from the public hearing and information meetings.

District Engineer Loren Thomas responded that the studies showed the 45 mile per hour speed limit was valid and should not be reduced. No engineering evidence exists, he said, to believe that additional advance warning signs would resolve the problem. He believed the public hearing on June 6, 1989 complied with NEPA (National Environmental Protection Act) requirements. The District staff did not attempt to influence the river project nor did they concentrate on destruction of the environment. Changes in the project were made to accommodate concerns expressed in the public hearing and subsequent public information meetings. DE Thomas did not see an overall change in the project's scope. He has established a committee to minimize the environmental impacts of the project.

The Board acknowledged receipt of letters of support for the project from the mayors of Ketchum and Sun Valley, Blaine County Commission, and the Blaine County Recreation District.

The Board thanked the delegation for presenting its views and indicated a decision would be forthcoming. (See Board discussion and decision on January 18, 1991.)

WHEREUPON, the Board recessed at 6:15 PM.

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The Board meeting reconvened in the State Capitol Building at 8:00 AM. All Board members were present.

FY92 ITD Budget Presentation to the Joint Finance-Appropriations Committee. The Board members and Director Kiebert presented the Department's budget request for FY92 totaling \$306,576,100. That total includes federal aid.

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The regular meeting resumed at 10:35 AM in the conference room of the Division of Financial Management in the State Capitol Building.

Discussion and Desision Regarding the Project North of Ketchum. The Board concluded that the scope of the project was fully presented at the public hearing in 1989. In addition, the Board recognized that the project was and is complex and involves several government agencies. Many refinements were made after receiving public input at the hearing and subsequent information meetings. The basic scope of the project, however, did not change after the public hearing.

The Board members reiterated that safety of the traveling public is one of their highest priorities. They acknowledged that reducing the speed limit or installing additional flashing warning signs will not solve the safety problem at the curve since the hazard will still exist.

In addition, the Board decided not to waive any of the engineering standards nor request a waiver from the Federal Highway Administration. The Board believed it is in the public's best interest to construct the project at Lake Creek to recognized engineering standards which include clear or recovery zones. The trees, therefore, will be removed.

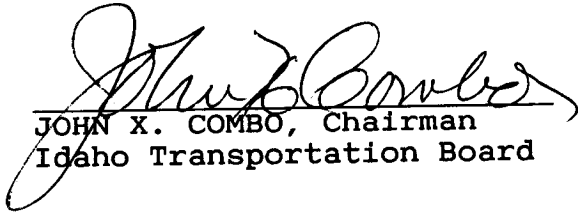
In recognizing the environmental concerns expressed, the Board further ordered that impacts to the wetlands at Lake Creek be reduced if possible. The District staff will also continue to work with the interagency team and Geomax to examine possible reductions of the environmental impacts of the project. The Board agreed that the new river channel could not be redone at this stage of the project; however, additional enhancements for fisheries or riparian protection would be considered. The Board asked the District staff to continue to work with the rehabilitation committee on restoration to insure those concerns are addressed.

The District Engineer will be asked to meet with Ketchum officials to reevaluate speed limits in the city and need for a center turn lane.

Board Member Combo instructed the ITD staff to make future public hearings more informative and descriptive. He also asked that the emphasis on environmental issues within the Department be strengthened.

The Board's decision will be communicated to the delegates.

WHEREUPON, the Board meeting adjourned at 11:45 AM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
February 14, 1991
Boise, Idaho

January 18, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 14-15, 1991

The Idaho Transportation Board met in regular session in Boise, Idaho on February 14, 1991 at 9:00 AM in the Transportation Building.

Election of Officers. Marion Davidson made the motion, seconded by Leon Smith to nominate John Combo Chairman. Motion carried. Marion Davidson made the motion, seconded by John Combo to nominate Leon Smith Vice Chairman. Motion carried.

The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The November-December 1990 and January 1991 Board minutes were approved as corrected and distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

March 21-22, 1991 - Boise
April 11-12-13, 1991 - Boise

Chairman Combo briefed ITD staff on the trip to Ketchum by Leon Smith, Charlie Rountree, and himself on February 13, 1991.

Director's Report. Director Kiebert briefed the Board on revenue packages being considered from the Governor and on HCR47 from the Interim Committee.

The Director also reported that new regulations to allow hyphenated names on drivers' licenses were put into effect in January 1991.

The Board approved the naming of SH-54 in Farragut State Park, Smylie Blvd., since it recognized Smylie as a pre-existing name.

Delegation - Don Thorpe of Community Rural Transportation, Inc. and Ted Carcich of Moscow Public Transit. Mr. Thorpe expressed to the Board a need for a

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statewide management plan for public transportation. The short-range need for this plan is the availability of an Urban Mass Transit Administration (UMTA), Section III Capital Acquisition Grant beginning in the spring of 1992. The long-range effect of this plan would be to allow for the ITD, Public Transportation Section to develop regional public transportation plans and provide direction for the future of public transportation in the State of Idaho. This process would prevent the allocation of vehicles into those areas where need has not been established. The Regional Public Transit Agency would be a clearing house for public transit needs in the region as well as providing assistance to the State in monitoring the utilization of the vehicles.

Delegation - Sue Ohman and Stephen Weeg of the Rural Transportation Assistance Program (RTAP), and Ron Binggeli of the City of Pocatello. The RTAP delegates reported to the Board the collaboration efforts of Head Start, Education, and Health & Welfare, with the Public Transportation Section of ITD. RTAP feels ITD has the transportation professionals to coordinate the public transit effort in Idaho. By utilizing Public Transportation staff, RTAP feels that existing resources will be used more efficiently.

Ms. Ohman pointed out that an Interim Committee might be appointed by the Legislature to study public transit needs within the State. She asked that Department staff be available to assist the committee and provide information as requested.

This presentation also asked ITD to recognize Public Transportation by creating a visible section which was guided by its own Board.

Delegation - Mike MacGowan, Sr. of Metropolitan Outdoor Advertising. Mr. MacGowan, discussed concerns about the execution of his company's appeal to obtain a permit to place a billboard adjacent to Broadway Avenue where it crosses over the New York Canal. He felt that it was extremely difficult to get information, especially in writing, from the Department. He mentioned that his company was not notified of the change in Rule 39.C.60, and asked that his company's name be placed on the user mailing list for notification of future changes.

Report of Hearing Officer on Administrative Appeal Filed by Idaho Outdoor Advertising, Inc. d/b/a Metropolitan Outdoor Advertising. The appeal was filed after the Department's denial of a sign permit for placement of a billboard adjacent to Broadway Avenue (US-20/26) where it crosses over the New York Canal.

The matter was heard by Mike Howell acting as Hearing Officer for the Department and he held that the proposed sign location violates the Department's rules and regulations.

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Without objection, the Board agreed with the Hearing Officer's Findings of Fact and Conclusions of Law and issued an Order adopting the decision, shown in Exhibit 25, which is made a part hereof with like effect.

Bad Check Report for the Fourth Quarter of 1990 and from September 1983 to December 31, 1990. During October, November, and December 1990 \$11,335,131.10 in checks were processed. Returned checks totaled \$30,788.03 representing .272% of the total checks received. Of the returned checks \$30,788.03 were collected, representing a 100% collection rate. An additional \$7,384.69 from prior quarters was collected. Since September 1983, the Bureau has collected \$591,339.21 of returned checks representing an 82.09% collection rate.

Senate Confirmation Hearing of Leon E. Smith, Jr. Gubernatorial appointee Leon E. Smith, Jr. of Twin Falls appeared before the Senate Transportation Committee. He briefly explained his experience. Senators asked several questions on various topics: aviation-related background, position on US-95 funding, knowledge of the highway system and funding, and priorities on new construction vs. maintenance of existing system. The committee is expected to vote on the confirmation the following week; then it will go to the full Senate for final confirmation.

WHEREUPON, the Board meeting recessed at 5:00 PM.

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Board Chairman Combo reconvened the regular Board meeting at 9:00 AM on February 15, 1991, in the Transportation Building in Boise. All Board members were present

Deputy Director of Internal Affairs Report. Deputy Director Neumayer reported on the Safety/Loss Control section of the Personnel Manual which has been completely reorganized and updated to comply with current safety standards and regulations.

The Department received a dividend of \$449,359 from the State Insurance Fund for a 49% savings based on calendar year 1989. In addition, the Department of Administration discounted the Department's liability insurance by \$8,060 due to employee participation in Defensive Driving classes.

The Department will be hosting the 24th Annual Conference of the North American Association of Transportation Safety and Health Officials in Coeur d'Alene, August 4-7, 1991.

State Highway Administrator's Report. Keith Green reported to the Board that the City of Wallace had rejected

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the proposal for a street assessment, block grant and that the project developed by the consultant was beyond Wallace's ability to fund.

The Mayor indicated that the City is still interested and attempting to put together a less costly project. The project is needed as the Main Street of Wallace is in need of reconstruction.

Keith reported that the proposed rest area at the Sage Junction Port-of-Entry is moving along. The District's cost estimate is \$417,000 for construction which includes mobilization and Construction Engineering. This is based on a lagoon type facility.

Keith informed the Board that the District 3 Engineer had met with Gary and Debra Butts on January 30, 1991, to discuss approaches on US-95, MP123.57. (Refer to the January 17, 1991, minutes page 93.) Of the two options, the first and most desired by the Butts is to remove the approaches right of Station 1183+91 and right of Station 1191+20 and make a new joint use approach right of Station 1190+20.

Gary Butts will contact the adjacent property owner and notify the District if he agrees. At that time a new approach permit and deeds would be prepared for signature.

Keith also expressed a concern over the snowmachines driving across the Lardo Bridge in McCall. The Department could be liable should an accident occur.

The Board requested staff to notify the City of McCall that the Department understands the problems associated with vehicle travel on snow covered roads, but that the Department could not condone the illegal use of the Lardo Bridge for snowmobiles. Staff was also asked to look into snowmachine registrations for possible funds to be used by the city for aid in relocating snowmobile traffic.

Development of a Statewide Transit Development Plan.
Chief of Transportation Services Jerry Dick and Public Transportation Officer Oz Reyna reported that staff had canvassed neighboring states to inquire into funding of Transit Development Plans (TDP) and transit programs. Those states contacted indicated that state and federal funds are used to prepare TDPs. The costs range from \$15,000 to \$25,000 per region within each state, depending on the level of detail included in the plan. The estimated cost to develop a TDP for Idaho ranges from \$140,000 to \$175,000.

Staff felt that it would be possible to finance the plan with federal grant monies available through the Community Transportation Association of America (CTAA), however, this approach was not a guaranteed resource. Staff will look at requesting some of these funds for Idaho.

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Another issue presented by staff was the availability of federal assistance for capital replacement under a Section 3 grant through UMTA. Funding under Section 3 is discretionary and made available on a competitive basis.

Staff has been informed by UMTA representatives that a statewide Section 3 application from Idaho would require a five-year transit development plan for each area of the state as a condition to receiving funding for those areas.

Proposal to Add Old Moyie River Bridge to the State Highway System. An Official Minute dated September 21, 1965, removed a section of US-2 from the state highway system. This section included the Old Moyie River Bridge. The bridge has been closed to traffic and has not been maintained since that time. Boundary County has requested removal of the bridge because of potential liability to the county. The anticipated project cost is \$130,000 of which \$40,000 would be provided by the state.

In order for the state to provide funding, the subject bridge must be on the state highway system as required by Section 40-708, Idaho Code.

Without objection, the Board approved and signed the official minutes adding the Old Moyie River Bridge to the State Highway System shown in Exhibit 24, which is made a part hereof with like effect.

SH-5 Through St. Maries, District 1. The City of St. Maries has submitted correspondence supporting a request for the Department's participation in a city-wide street improvement project including a pavement overlay on SH-5 through the city.

The District supports the City's request for funding assistance in view of the community's effort and funding support. Also, SH-5 through St. Maries is badly in need of a surface overlay to improve pavement capacity and ride. State funding assistance of \$280,000 is needed to complete the project.

Without objection the Board approved \$280,000 in state funding assistance for a pavement overlay on SH-5 through the City of St. Maries.

Idaho Forest Highway Program. The Department met with the National Forest Service and the Western Federal Lands Highway Division of the Federal Highway Administration to update the FY91 through FY93 Forest Highways Program. The Department has the responsibility of coordinating Forest Highway and Public Lands funding matters with local governments.

The format of the Forest Highway Program has been changed. It more closely resembles the ITD Federal-Aid Highway Development Program. The end result is that the three years of the construction schedule will contain projects with more complete cost information and more accurate estimates of contract award dates.

The Board accepted the report from staff on the Tri-Agency meeting, but asked to be included in determining priorities on potential demonstration projects prior to their being submitted to the Tri-Agency Group.

Maple, Pine and Cedar US-91, I-15 Business, Project No. HES-7231(013), Key No. 4429, District 5. A hearing was held January 10, 1991 concerning intersection and signal improvements for this project. Contract provisions will be prepared to establish work periods and access during construction to minimize economic hardships on adjacent businesses. Also, the right-of-way acquisition will establish before and after value on businesses losing parking to determine equitable right-of-way settlements.

Without objection, the Board approved the project as designed.

Approach Permit No. 3-90-151, Project No. S-3832(6), Key No. A2574, Route SH-16, District 3. The present owner requested an additional approach to service his property below the highway.

Without objection, the Board agreed and executed the deed conveying the access requested by the applicant.

Approach Permit No. 3-90-39, Project No. U-UG-3281(9), Key No. A2553, Route SH-55, District 3. The present owner requested a new approach to service his commercial property. Present access is via a dead-end.

Without, objection, the Board agreed and executed the deed conveying the access requested by the applicant.

Issuance of Special Permit for Wes Olson Trucking. Wes Olson Trucking requested a special permit to operate an 85-foot overall length logging combination on SH-5. Section 49-1010, Idaho Code sets the legal length for combinations transporting long loads. Mr. Olson wrote that his work with Louisiana Pacific Corp. is to haul dead white pine logs one way and cedar on the return trip. Both woods are extremely light and that with a straight log truck he cannot get up to weight. Total mileage for the haul would be approximately 89 miles.

Rule IDAPA 39.C.10.7.c authorized the Transportation Board to grant exceptions to the regulations based on economic hardship.

February 15, 1991

Without objection, the Board authorized the issuance of an annual permit which allows Wes Olson Trucking to operate at 85-foot overall length on SH-5.

State Institution Parking Lot and Road Improvements. In accordance with Section 40-310(14), Idaho Code the Transportation Board Policy B-05-15, provides a program expenditure limited to \$30,000 annually for the Department to construct, alter, repair, and maintain the roadways in, through, and about the grounds of state institutions.

Staff recommended that \$30,000 be transferred to the Division of Public Works for roadway improvements at the Idaho School for the Deaf and Blind in Gooding, Idaho.

Without objection, the Board approved the transfer of \$30,000 to the Division of Public Works.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

F-1481(050), Key 3522 - Montpelier South, Bear Lake County. Low bidder: LeGrand Johnson Construction Co., Logan, UT - \$5,934,250.25.

RS-5732(017), Key 3261 - Milwaukee Railroad Overpass, Spirit Lake, Kootenai County. Low bidder: Fix-It-Fitz Construction Co., Sandpoint, ID - \$458,540.75.

ST-2820(601), Key 4768 - Ketchum to Sun Valley, Blaine County. Low bidder: Nelson Construction Co., Boise, ID - \$171,789.50.

BRS-RS-3879(001), Key 1631 - Burton Road Bridge, Washington County. Low bidder: Universal Construction, Inc. - \$458,330.91.

M-7902(001), Key 3277 - "A" Street in Rupert, Minidoka County. Low bidder: P.M.F., Inc., Twin Falls, ID - \$1,077,819.26.

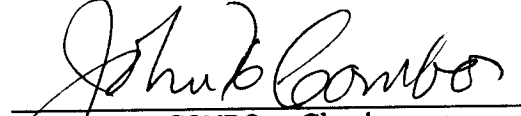
IRG-90-1(178)7, Key 4158 - Guardrail Rehabilitation, Kootenai and Shoshone Counties. Low bidder: Coral Construction Co., Wilsonville, OR - \$844,938.50.

IRG-90-1(179)32, Key 4442 - Sign Rehabilitation, Kootenai and Shoshone Counties. Low bidder: Frank Gurney, Inc. - \$844,696.44.

The Board read and reviewed the resolutions passed by the North Idaho Chamber of Commerce on Highway 7, the Orofino Bridge, the Dworshak Connection Road, user fee increases, and the Murray-Thompson Pass.

Lunch With the Motor Carrier Advisory Committee. The Board members were introduced to the committee. Director Kiebert passed out a list of legislation impacting commercial vehicles for discussion.

WHEREUPON, the Board meeting adjourned at 2:30 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
Mar 22, 1991
Boise, Idaho

February 15, 1991

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

March 2, 1991

By call of Chairman Combo, a special meeting of the Idaho Transportation Board was held in Boise, Idaho on March 2, 1991 at 11:30 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Districts 5 and 6
Leon E. Smith, Jr., Vice Chairman - Districts 3 and 4
Marion Davidson, Member - Districts 1 and 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Robert L. Trabert, Chief Legal Counsel
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer

All items handled at the February 14-15, 1991 Board meeting (prior to Mr. Smith receiving Senate confirmation) were ratified.

Hearing Officer for District 6. Keith Walker was appointed a magistrate judge and therefore will be unable to continue as a hearing officer. He recommended Robert L. Crowley of Rigby as his replacement. The Board approved Mr. Crowley as the hearing officer to handle administrative cases in District 6 beginning March 1, 1991.

Handling of Environmental Issues within ITD. State Highway Administrator Green told the Board members that he has discussed the increased emphasis on environmental issues with the Roadway Design staff. He intends to elevate the priority and sensitivity to these issues, and is looking at the project scheduling network to incorporate environmental consideration at an earlier stage in the process. Press releases will contain more information on environmental concerns. He sees no need at this point to change the Department's organizational structure.

Board Members Visit McCall. Board Chairman Combo and Member Davidson stopped in McCall on March 1, 1991. They met with city officials and discussed the proposed alternate route south of the city and snowmobile use of Lardo Bridge on SH-55. It is the City's choice, by ordinance, to allow snowmachines to use this crossing of the Payette River to access a gas station. The other crossing of the river is a considerable distance away. Board members were concerned about the state's liability should an accident occur. The Board asked Chief Legal Counsel Trabert to write the City of McCall expressing that concern.

Status of State Legislation. Director Kiebert briefed the Board on legislation. The Governor's gas tax package apparently will not pass. A three cent gas tax increase and the title fee increase bill passed the House and are being considered by the Senate Transportation Committee. The fifty percent increase in vehicle registration was amended to fifteen percent. Local option

March 2, 1991

taxes are being considered as a way of raising funds for highways and bridges. The extension of the gasohol exemption has passed the House. The bill to provide ITD with blue light authority for Port of Entry employees is still in House Transportation Committee.

Special Permit to Operate 85-foot Vehicle Combination on SH-44, SH-52 and US-93. Jim Blue Trucking Company requested a special permit to operate an 85-foot overall length logging combination on the subject routes. Due to the design of this combination, it off-tracks about 1.5 feet. If the special permit was not issued, Mr. Blue stated it would cost his company between \$613 and \$920 extra each week.

Based on the demonstrated economic hardship, the Board allowed an exception to Rule 39.C.10, Section 7.c, and authorized the issuance of an annual permit to allow Jim Blue Trucking to operate an 85-foot overall length (inclusive of load overhang) on SH-55 (junction SH-44 to New Meadows), SH-52 (junction SH-55 to Emmett), and US-93 (Challis to Montana Line).

Status of Pending Legal Cases. Chief Legal Counsel Trabert summarized the pending cases. The Board asked how he determined what cases would be brought to the attention of the Board and what would be handled at the Department level. He indicated no guidelines are established; that basically it's a judgment call. The Board suggested that he identify what kinds of cases should receive Board review/decision and develop a policy.

Local Federal-aid and Off-system Bridge Inspections. The Federal-aid Highway Act requires the state to administer a bridge safety inspection program. In the past contracts have been issued to certified inspectors to perform the work annually. This year, staff proposes to negotiate contracts for a two-year period. The contracts are expected to exceed \$250,000 annually.

The Board, without objection, approved staff negotiating the bridge inspection contracts as proposed for FY91-93.

Delegation - Doug Christensen regarding the Ketchum North Project. Mr. Christensen said that Dr. Brockway, a research hydrologist from the University of Idaho, had analyzed Dr. Reichmuth's work on the Big Wood River north of Ketchum. That report was sent to ITD and Dr. Reichmuth for review. Mr. Christensen reiterated his concerns about the environmental impacts of the highway project. He believed that the road should be constructed to scenic parkway standards. He requested the Board to ask staff to consider a split river system and focus on elements of restoration.

Discussion on Ketchum North Project. The Board discussed Doug Christensen's suggestions and requests. Board members wanted Dr. Reichmuth from Geomax to evaluate and comment on Dr. Brockway's. They agreed that safety of the traveling public was important and that leaving the curve in its present alignment

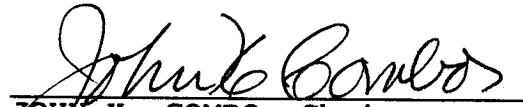
would not be prudent. They believed that the slopes and clear zones should be mitigated with shrubs, shorter trees and undergrowth, and that the restoration plan will continue until completion, even if that is after the project is finished.

Board Chairman Combo will communicate the Board's decision in a letter to Doug Christensen the following week.

Board Meeting Dates. The following meeting dates and District tours were scheduled by the Board:

March 21-22, 1991 - Boise
April 11-13, 1991 - Boise; then District 2
May 16-17, 1991 - Boise
June 20-22, 1991 - District 1
July 14-17, 1991 - WASHTO, Bellevue, Washington
August 15-17, 1991 - Districts 4 and 5
September 12-14, 1991 - Wallace; then Boise

WHEREUPON, the Board meeting adjourned at 5:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
March 22, 1991
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 21-22, 1991

The Idaho Transportation Board met in regular session in Boise, Idaho on March 21, 1991, at 9:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
 Marion Davidson, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The February Board minutes were approved as corrected.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 11-13, 1991 - Boise and District 2
 May 16-17, 1991 - Boise
 June 20-22, 1991 - District 1
 July 14-17, 1991 - WASHTO, Bellevue, WA
 August 15-17, 1991 - Districts 4 and 5
 September 12-14, 1991 - Wallace and Boise

Director's Report. Director Kiebert indicated that work on the Sandpoint North/South project was on schedule. Board Chairman Combo suggested that the flow chart be revised for easier understanding and to more accurately reflect the work being done.

ITD Civil Rights Workshops. In response to the Board's inquiry that Contractors be required, by contract provision, to attend an ITD Civil Rights Workshop, Deputy Director Neumayer reported that such a requirement might be imprudent and burdensome for the following reasons:

Scheduling and conducting workshops might have to be held on demand for out-of-state contractors and monthly for Idaho contractors in order to accommodate the numbers and schedules of contractors.

Without statutory authority, ITD may be in a weak position defending a decision to reject a bid or terminate a contract based on non-attendance of a mandatory ITD workshop, particularly when some contractors have attended training sponsored by other government agencies.

March 21, 1991

Civil Rights Contract Special Provisions are clearly stated in each federal-aid contract. Since other work items and contract provisions do not require training, it seems excessive to require it for Civil Rights provisions which are relatively less complex.

The Civil Rights Section proposes to develop guidelines for contractors which can be distributed at each preconstruction meeting in lieu of mandatory attendance at a workshop.

Rule No. 39.A.04, Disadvantaged Business Enterprise Program. Section 106(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 105(f) of the Airport and Airway Safety and Capacity Expansion Act of 1987, and other transportation acts administered by US DOT mandate that recipients of Federal funds implement a Disadvantage Business Enterprise (DBE) Program to support "the fullest possible participation of firms owned and controlled by minorities and women in Department of Transportation Programs."

This rule informs the public of the requirements of the program and establishes a procedure to assure fairness or "due process" in the decertification of firms which may no longer be eligible.

Without objection, the Board approved of the adoption of Rule No. 39.A.04 under emergency procedures, effective March 21, 1991.

Legal Report. Chief Legal Counsel Trabert reported the attempts to arbitrate a settlement with Eucon Corporation have not been successful. The contract claim will, therefore, be determined by the judicial system.

Rule No. 39.B.75, Special Provisions Applicable for Formatting Names on Drivers' Licenses and Identification Cards. The purpose of this rule is to provide procedures and criteria for County Sheriffs and the Idaho Transportation Department to record and format names, and to allow surnames and hyphenated names on drivers' licenses and identification cards.

Without exception, the Board approved the adoption of Rule No. 39.B.75, effective April 1, 1991.

State Highway Administrator's Report. SHA Green said the subcontractor on the Ketchum North project was expected to resume work the following week and begin with the removal of the trees in the clear zone area. Board Chairman Combo indicated he would advise Doug Christensen of the resumption of work.

District 3 Engineer Meyer has met with Gary Butts regarding access to his cafe on US-95. The District is still on track for a joint use approach while Mr. Butts works with his adjacent property owner. (See January 17, 1991 Board minutes.)

Simplot Company officials reached agreement with property owners in the Pocatello area for installation of the slurry pipeline. There will, therefore, be no need to place the facility on interstate right-of-way. (See July 23, 1989 Board minutes.)

Several requests have been received to rename the bridge over Bennett Bay on I-90 east of Coeur d'Alene to Veterans Memorial Centennial Bridge. The Board deferred action on the requests until Vice Chairman Smith could participate in the discussions.

Delegation - Jim Hinderman, Vice President of Schweitzer Mountain Resort. Mr. Hinderman outlined the developments at the ski resort. He said upcoming improvements to US-2 will help attract tourists to the resort while US-95 needs upgrading. The 11-mile road to the resort's lodge consists of four miles of county road and seven miles of private road which has been deeded to the county. A community development grant application was abandoned because of inadequate timing for improvements. Instead \$500,000 in private funds were spent on upgrading the road. A long-term plan for road improvement is necessary if the resort is to continue.

Mr. Hinderman supported the Board's resolution of the Sandpoint North/South alternatives. Schweitzer Director Huguewin suggested looking at Union Pacific Railroad's abandoned trackage in the middle of Sandpoint when seeking a solution to the city's traffic congestion.

Delegation - Norman Holton. Mr. Holton asked the Board to consider buying sufficient right-of-way for future highway expansion. He added several suggestions for improvements on I-84 and SH-55. He favored the four-lane route south of the City of Eagle. He thought construction of avalanche sheds would help the safety of the traveling public, and a tunnel through the mountain at Smith's Ferry (SH-55) would eliminate traffic on the narrow Rainbow Bridge.

Idaho Intermodal Transportation Programming Publication. This publication would address the major modes of transportation under the jurisdiction of the Board, including highways and highway safety, aeronautics, public transportation, and railroad projects. The benefit of such a document would be to provide the legislature, other public agencies, and the public with a single, easily readable source of the Board approved projects and activities.

A recent meeting of key staff members resulted in agreement about the need for a single programming document. The funding and planning cycles of the various modes corresponded well enough to produce a document prior to the legislative session during November and December. The information in the transportation programming publication should also be coordinated with the information in ITD's Annual Report. The Public Information Section could easily coordinate the document's publication.

Without exception, the Board approved the publication of an Idaho Intermodal Transportation Program by December, 1991.

Position and Responsibilities on Public Transit Programs. During the February, 1991 meeting, the Board met with transit provider representatives and the Rural Transportation Advisory group. The presentation made to the Board also included a request that the Board initiate action to address statewide transit needs. To develop and maintain a comprehensive, coordinated statewide transit plan and network, which will meet the basic transportation needs of all Idaho citizens.

Board Chairman Combo, agreed that staff should continue working with the public transit providers in formulating an overall plan for the state. He also stated that he felt that ITD should play a lead role in transit programs for the state.

Without exception, the Board approved of staff working with transit providers towards formulating a Public Transportation Action Plan.

Consultant Services for the Promotion of Occupant Protection Usage and Enforcement. The Idaho Office of Highway Safety was awarded a demonstration grant to hire a law enforcement spokesperson for promotion of occupant protection usage and enforcement.

This project proposes to implement a face-to-face contact approach with top level law enforcement officials to encourage enforcement of occupant protection laws and to conduct public information and education programs for promotion of safety belt and child restraint usage.

Without exception, the Board approved the contract for consultant services to accomplish the objective of the demonstration grant.

School Zone Speed Limits. The Department continues to receive requests from parent groups and school officials to reduce the speed limit at schools.

Although the Department's current procedure for establishing speed limits through school zones is in

March 21, 1991

accordance with Idaho Code, and ITD believes the speed so determined is the most appropriate speed for the public as a whole, the pressure applied by school administrators and parent/teacher groups suggests that we sign a speed limit similar to our surrounding states, i.e., 20 miles per hour when children are present.

Staff proposes to draft legislation for 1992 to amend Idaho Code to provide for signing a speed limit in school zones of 20 miles per hour when children are present.

This item was deferred until the April meeting by the Board.

Approach Permit No. 5-91-43, M.P. 4.7, Route No. I-15B, District 5. Mr. Marvin Blosch has requested this access which is directly across I-15B from an access point requested by Albertsons Inc. in 1987, which was turned down by the local FHWA office after an appeal to the Governor.

Mr. Blosch has not identified the proposed tenants, building size, type of operation, or volumes of traffic his development is expected to generate.

Without exception, the Board denied the permit for a new approach.

Implementation of Plans for Environmental Issues. In order to improve the Department's performance on environmental issues, the following plans are being implemented:

1. Prepare an Environmental Mitigation Report on all environmental sensitive projects.
2. Provide better information of environmental impacts and mitigation at public hearings. This will include data from the Environmental Mitigation Report, additional graphics, etc.
3. Include more environmental information in press releases.
4. Have better coordination with government evaluation agencies to obtain a better understanding of their guidelines for obtaining their goals.
5. Change the name of the Roadway Design Section to Design & Environmental Section.
6. Be pro-active in environmental mitigation, as well as, enhancement to emphasize the positive efforts made in environmental areas.
7. More emphasis and backing of environmental matters will be provided by management.

March 21, 1991

8. Prepare restoration plan with public input on environmentally sensitive projects.

Supplemental Engineering Agreement, Centennial Engineers, Inc., SH-55 North of SH-44, Project No. F-3271(52), Key No. 3758. The original consultant agreement was negotiated before a number of subdivisions were proposed through the corridor. These proposed subdivisions required considerable more engineering time to explain our proposals, explore their concepts to minimize impacts on their developments, and prepare cost estimates for comparison.

A time extension is also included to cover delays caused by extensive time required for the Department to produce an approved environmental Assessment. The new completion date is November 1, 1991.

Without objection, the Board approved the Supplemental Engineering Agreement No. 2 with Centennial Engineers, Inc. in the amount of \$269,911.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-1491(532), STKP-5540 & STKP-5543, Key Nos. 3652,4047 and 4050. Bear River Hill to Downey, Preston & Downey Yards, Franklin & Bannock Counties. Low Bidder: Hunziker Construction, Pocatello, Idaho - \$561,363.00.

ST-2390(610), Key No. 4761. North 5 Points, Twin Falls County. Since there was only one bidder the District and Contract Administration Section recommended rejecting and readvertising the project at a later date. The Board agreed.

Proposed Amendment to IDAPA 39.C.22, Special Permits for Extra-length Vehicle Combinations. Idaho Code 49-1010 sets the legal length for combinations transporting long loads such as poles, pipes, logs or structural members at 75-feet.

Rule IDAPA 39.C.10.7.c authorizes the Board to grant exceptions to the regulations based on economic hardship. There are several other companies which are inquiring about how to obtain the special permit to operate similar combinations on the restricted routes.

The amendment authorizes the issuance of special permits to combinations not exceeding 85-foot overall length including load overhand and 3-foot off-track on 165-foot radius based on economic hardship.

Without objection, the Board approved the revision of IDAPA 39.C.22 and authorized its processing through the administrative procedures.

March 21, 1991

Request for Special Permit for Movement of 16-foot Wide Mobile Home From Wyoming to Pocatello and Later to Mackay. Mr. Amato is requesting to move his 1981 Century mobile home from Diamondville, Wyoming to Pocatello. In 1 1/2 to 2 1/2 years he wishes to move the mobile home from Pocatello to Mackay, Idaho. The mobile home is 16-feet wide.

Rule IDAPA 39.C.10.7,c authorizes the Board to consider a petition for the temporary waiver of regulations which are perceived as being the cause of an economic hardship.

Without exception, the Board denied the issuance of a special permit to allow Mr. Amato's mobile home to move on its own axles.

Status of the Adopt-A-Highway Program. The Idaho Adopt-A-Highway Program has been in operation for one year. There is a total of 279 groups participating with 768 miles of roadway adopted.

The "Great American Trash Off" will be held on June 1. A total of 43 states will be picking up litter on that date.

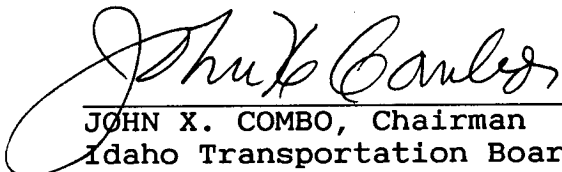
Access to Gowen Road Interchange, I-84. Turnpike double trailer combinations are permitted to operate in Idaho in accordance with IDAPA 39.C.22. These combinations, however, are essentially limited to interstate highway operation due to their wide off-track characteristic with access to services, terminals and breakdown yards only via designated interchanges.

At this time Gowen Road Interchange is not a designated access. Gowen Road Interchange could be improved at a modest cost to allow its designation. Required work would involve increasing the turn radius paving at the ramp terminals, some minor grading and relocation of some signs and one signal pole. It is estimated that this work can be accomplished by state forces at a cost of approximately \$100,000.

Without objection, the Board approved state forces to improve the ramp terminals of the Gowen Road Interchange prior to mid 1992.

Out-of-State Travel Report for February. The Board reviewed the travel report and had no questions or comments.

WHEREUPON, the Board meeting adjourned at 11:30 AM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
April 12, 1991
Boise, Idaho

March 21, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 11-12, 1991

The Idaho Transportation Board met in Boise, Idaho on April 11, 1991 at 7:30 AM at the Owyhee Hotel. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director

Meeting with Aeronautics Advisory Board and Bureau Chief.
Advisory Board Chairman Hill thanked staff for help in passing the legislation to increase the aviation fuel tax.

Two recommendations from the Advisory Board were made:

1) Allocate not more than 15% of annual available airport funds to the eight air carrier airports; limited to \$10,000 per grant.

2) Allocate a grant to smaller airports not to exceed \$2,000 for planning and basic engineering.

Without objection, the Board approved the recommendations.

Bureau Chief Miller described the new adopt-an-airport program where aviators or clubs "adopt" an airport and agree to maintain it for a set period of time.

Advisory Board member Parish said the Moscow-Pullman airport had a new terminal and was functioning well considering it was under the direction of six entities: two cities, two counties, two universities.

Advisory Board Chairman Hill invited the Board to its meetings. Chairman Combo asked to be advised of the meeting dates.

Per Vice Chairman Smith's request, copies of the goals for the Advisory Board and staff will be sent to the Board.

Board Chairman Combo asked the Advisory Board to review the airport revolving loan program again and prepare a recommendation for consideration at the August Board meeting.

Bureau Chief Miller informed the Board members that an advisory group of state agency representatives will review a consultant's study for a state aircraft pool and make a recommendation involving equipment and management of that pool.

April 11, 1991

News releases on the benefits of aviation in Idaho were suggested by the Board as a way to promote the industry.

Board Member Davidson asked Bureau Chief Miller to brief him later about the port and customs operations at the Sandpoint and Porthill airports.

Revision to B-27-02, Correlation with Aeronautics Advisory Board (AAB). Several changes were approved to clarify the relationship and operation of the Advisory Board, including concurrence on levels and priorities of funding for state airport aid projects. In addition, the AAB, the Transportation Board, the Director or Bureau Chief may schedule meetings of the AAB. The AAB members will inform the Department Director and the Bureau Chief of each District's aeronautic needs and problems.

FY92 State Aviation Grants. Without objection, the Board approved the recommended airport projects using state funds. The program is shown in Exhibit 26 which is made a part hereof with like effect.

FY91-93 Federal-aid Grant Program. Without objection, the Board approved the recommended airport projects using federal funds for FY91-93. The Board also granted authority for the Chief of Aeronautics to approve fund shifts among state grants to balance with final Federal Aviation Administration (FAA) grant amounts. The program is shown in Exhibit 27 which is made a part hereof with like effect.

Presentation by Consultant Steve Leroy on the Public Hearing Process. Mr. Leroy described the current hearing process and suggested a method to improve the presentation of project information to the public. He outlined a system that would begin with defining the scope of the hearing, then developing the order of the hearing event, identifying the visuals needed and how they will be presented, and ending with a dress rehearsal. Additional recommendations included training of the people who will be involved with the hearing, appointment of a statewide hearing coordinator, and a review of recent hearings to identify positive and negative elements. The project information would be available for public review and the hearing officer would be available throughout the review to accept written or verbal testimony.

Without objection, the Board members agreed with the concept for use at hearings that are controversial or involve a large audience. They further approved \$11,000 as an addendum to Mr. Leroy's original contract on media relations to cover expenses of staff training, a hearing manual, oversight on the first two hearings when the process was utilized, and planning meetings with senior management staff.

The meeting at the Owyhee Hotel was recessed and Board and staff members met again at the Aeronautics Building to fly a state plane to Grangeville to begin the tour of District 2. The following people were present:

April 11, 1991

John X. Combo, Chairman
 Leon E. Smith, Jr., Vice Chairman
 Marion Davidson, Member
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway
 Administration

The following people met the group at the Grangeville Airport:

Jim Clayton, District 2 Engineer
 Larry VanOver, Assistant District 2 Engineer
 Judie Wright, Senior Financial Analyst, Governor's Budget
 Office
 Jeff Youtz, Financial Management Analyst, Legislative Budget
 Office

The tour began in Grangeville and continued on SH-13 and US-12 to Orofino.

Senator McLaughlin and Representative Judd met the Board in Orofino and discussed local projects. The Senator accompanied the Board and staff on a drive through Grangemont (county road) and Pierce and Weippe (SH-11), after which she returned to Orofino.

The tour continued on US-12 and US-95 to Moscow.

Delegation - Moscow City and Chamber Representatives, State Legislators Senator Benson and Representative Lucas. Mayor Agidius expressed appreciation for the highway projects planned on the US-95 and SH-8. According to the Chamber's Executive Director, Moscow continues to grow and traffic between the two universities is increasing. The University of Idaho and Washington State University are sharing many classes and facilities. He was concerned about the four lanes in Washington then funneling into two lanes of traffic in Idaho.

Pullman, Washington Mayor Halberson encouraged the Board to think regionally when planning transportation systems in the area.

Moscow City Engineer Presol said the city is working with the railroad on acquiring railroad right-of-way on the south side of SH-8 so that landscaping on the north side of SH-8 would not have to be removed for a widening project. He indicated the railroad needed accurate right-of-way plans in order to discuss right-of-way acquisition. District 2 Engineer Clayton, however, said he has not had the resources to complete the work.

The Board acknowledged the predicament and asked DE Clayton to identify the right-of-way necessary if SH-8 was widened to the south.

From Moscow the group drove to the Moscow-Pullman airport where they toured the new airport terminal and visited with Aeronautics Advisory Board member Parish.

The group returned to Lewiston where they remained overnight.

WHEREUPON, the meeting/tour was recessed at 6:30 PM.

April 12, 1991

The Transportation Board meeting/tour reconvened at 7:30 AM on April 12, 1991 at the District 2 Office in Lewiston.

The Board and staff toured the facilities and met employees.

Board Minutes. The March Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 16-17, 1991 - Boise
 June 20-21, 1991 - District 1
 July 14-17, 1991 - WASHTO, Bellevue, Washington
 August 15-17, 1991 - Districts 4 and 5
 September 12-14, 1991 - Wallace and Boise

Director's Report. Director Kiebert distributed a handout showing the status of bills that the Department had monitored during the legislative session. Bills affecting the Department's revenue that will become law this year include the title fee increase from \$3 to \$8, a fuel tax increase from 18 to 21 cents per gallon, and an increase in aviation fuel from 3.5 to 5.5 cents per gallon and in jet fuel from 3.5 to 4.5 cents per gallon. Legislation that was passed which resulted from a recent FHWA audit include: an increase in overweight penalties, an off-loading policy, and "red light" stopping authority for Port of Entry employees.

The split weight reporting of truck registration was explained briefly; a more thorough presentation will be made at the May Board meeting.

The renaming of the Centennial (Bennett Bay) Bridge on I-90 east of Coeur d'Alene was deferred until the May Board meeting.

Work on the Sandpoint North/South draft environmental impact statement is now centered on the "affected environment" section which will be the basis for determining the environmental impacts for all alternative routes. The structure-type determination study for the Sand Creek alternate will be completed by mid-April. The District is developing an existing improved alternate number 9.

April 11, 1991

An audit history of current and past motor vehicle accounts, in the process of appeal, was distributed and discussed. The subject will be reviewed again at the May Board meeting.

Repeal of B-19-06, State Railroad Grade Crossing Protection Funds. The information in the policy is duplicated in B-19-07. Without objection, the Board repealed this policy as recommended.

Revision to B-01-15, Release and Restriction of Department Records. Without objection, the Board approved the revision to eliminate the statement that a contractor's bid is restricted from public access.

Rule 39.C.22, Special Permits for Extra-Length Vehicle Combinations. The joint germane legislative subcommittee on administrative rule review called for a hearing on this rule which was approved at the last Board meeting. That hearing is scheduled for April 19.

Speed Zones in School Districts. Vice Chairman Smith suggested that school districts and city councils as appropriate could conduct a public hearing on the issues, then make a recommendation to the Department. The staff will analyze that suggestion and include it with reactions from law enforcement officials. The item will be considered again at a future Board meeting.

Status of Department Audits. The Board reviewed the status report of audits conducted since April 1990. The list included audits performed by the federal government, legislative auditors and the Department's internal auditing section. The most recent legislative audit is 95% complete, and no significant findings have been identified.

Motor Vehicle Bad Check Report, First Quarter of 1991. The revised report was distributed to Board members. A 54% collection rate was achieved on the bad checks received during this period.

Special Identification Cards. In 1984 the Department began allowing sheriff's offices to issue special identification cards free of charge to sheriffs, deputies, search and rescue team members, posses, elected county officials and Idaho State Police. Since then additional officials have requested and received the special cards. The Department's cost for materials is minimal but the cost of labor is intensive. It is the staff's recommendation to allow the sheriffs and ITD to issue the special ID cards to anyone with a valid request. Requesting groups would continue to supply their own camera cards and a charge of \$5.00 per card would be assessed.

Without objection, the Board approved the recommendation.

New Rule 39.B.76, Special Class D Driver's License Addendum. With the passage of SB1187 lowering the driving age to 15, Senator Hansen and Representative Sessions asked the Board to draft

regulations to allow parents to ride with their 14- and 15-year-old children and run errands as requested by a parent/guardian. The rule was requested to be effective immediately and run until September 1, 1991 when SB1187 would take effect.

Legal counsel advised that it was questionable whether the Board can expand the list of restrictive uses of a Special Class D license by administrative rule. It was legal staff's opinion that the issue is a matter of substantive law that should be addressed by the legislature and not by agency rule.

The Board discussed the request at length and believed that additional information was necessary before a decision could be made. Legal staff and the Director were asked to research the matter further and report back.

Status Report on State Railroad Grade Crossing Protection Funds. The FY91 report of funds obligated for improving railroad/highway crossings was presented to the Board. More requests for projects have been received than in the past. The requests exceed the \$150,000 allocated each year for projects. SHA Green suggested that if the trend for more projects continues, thought should be given to introducing legislation to increase the allocation to the account.

Jack Coe remarked that the FHWA does not support traffic signals at railroad crossings as a way of improving safety; gates are preferable.

Quarterly Report of Federal-aid Program Obligations. The graph showed about \$10 million less obligations have been made than targeted. That level should be more in line once upcoming construction contracts are awarded.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-14-06 on the following construction bids:

STM-1481(595), STM-1481(592), STM-1531(530) & Stockpile 5558, Keys 4348, 3934, 4564 & 4675 - WCL Soda Springs-Nounan, Nounan-Bennington, St Charles-Bennington & Montpelier stockpile. Low bidder: Kloefer, Inc., Paul, Idaho - \$617,731.98.

Stockpile 3641, Key 4326 - Caldwell. Low bidder: Rock Contractors Co., Inc., Meridian, Idaho - \$47,250.00.

STM-90-1(532)20, Key 5029 - Blue Creek Bay to Cedars POE. Low bidder: AAA Sweeping, Veradale, WA - \$24,999.93.

STM-90-1(531)59, Key 4746 - Silverton to Montana State Line. Low bidder: Boise Ada Disposal, Boise, ID - \$30,332.83.

STM-5110(610), Key 4745 - Bonners Ferry, Priest River & Oldtown areas. Low bidder: AAA Sweeping, Veradale, WA - \$29,026.64.

STM-0001(603), Key 5042 - Coeur d'Alene, Post Falls and Rathdrum area. Low bidder: Boise Ada Disposal, Boise, ID - \$26,464.62.

RS-4807(001), FH-15-1(002), BROS-2900(005) & STM-4807(504), Keys 0378, 4273, 3595 & 4537 - Harvard to National Forest Boundary, Hatter Creek Bridge, SE of Princeton & Potlatch to Jct. SH-9. The low bidder was more than ten percent over the engineer's estimate. The higher bid prices were attributed to the remoteness of the area, relatively small quantities and the wide variation in mobilization. Based on the District's review, it was believed that a potential savings would not result if the project was readvertised. The District and the Contract Administration Section recommended award; the Board concurred. Low bidder: Inland Asphalt Company, Spokane, WA - \$2,822,077.36.

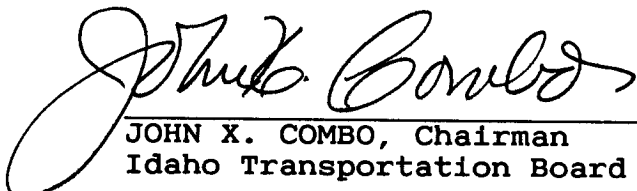
National Summary of Accuracy Data on Engineer's Estimates. Jack Coe shared a memo from FHWA discussing Idaho's estimates compared to low bids for FY89 and FY90. The memo stated "The State of Idaho is to be complimented on their remarkable improvement in accuracy of engineer's estimates to a very commendable score of 65 percent...." The Board congratulated staff on the achievement.

Executive Session to Discuss Employee Salaries and Performance. No decisions were made in executive session.

Continuation of District 2 Tour. From Lewiston the Board and staff traveled on US-95 to the Craigmont airport, the Lawyer's Canyon project and ended at the Grangeville airport.

Senator Beitelspacher met with the group at Grangeville and discussed area projects.

WHEREUPON, the regular meeting and tour of District 2 ended at 3:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
May 17, 1991
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 16-17, 1991

The Idaho Transportation Board met in regular session in Boise, Idaho on May 16, 1991 at 9:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Marion Davidson, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Policy B-31-04 and Administrative Policy A-31-04, Commission of Department Employees as Peace Officers. The recent Legislature passed House Bill 411 which gives the Idaho Transportation Board the authority and responsibility to empower Port of Entry (POE) Inspectors and Motor Vehicle Investigators to issue citations on various Idaho Code sections pertaining to the employees' responsibilities. The Board approved these policies that gave the ITD Director authority to issue limited peace officer authority to specified employees of ITD charged with enforcing provisions of Section 40-510, Idaho Code.

Reassignment of Ports of Entry under District Engineers and State Highway Administrator effective 7/1/91. The Board approved reassignment of the POE Area Supervisors directly under the District Engineers and the Port of Entry Manager under the State Highway Administrator. It was recommended to review this new organizational structure in one year to see how well it's working, with supervisors to keep watching in the interim.

Board Minutes. The April Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 19-21, 1991 - District 1
 July 14-17, 1991 - WASHTO, Bellevue, WA
 August 15-17, 1991 - Districts 4 and 5
 September 12-14, 1991 - Wallace and Boise

Director's Report. Director Kiebert updated the Board on the status of S. 965, the Surface Transportation Efficiency Act of 1991. Hugh Lydston has been working very closely

May 16, 1991

with Senator Symms' staff on this bill, which currently would be very beneficial to Idaho.

The Board discerned the Sandpoint North/South project reflects a three-month delay. The Director will verify the schedule and report to the Board in June.

The Suspense Action Log, which identifies and monitors requests, was discussed briefly. The Director will evaluate the format and distribution of the log and check on the feasibility of categorizing the log.

The Board decided not to rename the Bennett Bay Centennial Bridge on I-90, east of Coeur d'Alene. All three Board members are veterans and are not insensitive to issues concerning veterans or organizations of veterans. But more importantly, during its history, ITD has not named any bridges in Idaho with the exception of the Bennett Bay Centennial Bridge. The Board named this new structure on I-90 east of Coeur d'Alene in the midst of the 1890-1990 centennial celebrations. The Board feels they should return to the long-standing policy of not naming bridges. The people who requested this bridge be renamed will be notified of the Board's decision.

Location and Design of Eagle Alternate Route and Location of Eagle Road (SH-55) from Chinden (US-20) to Eagle, Project Nos. F-3271(033) & (038), Key Nos. 2027 & 2294, SH-55. Assistant District Engineer Gwin described the four alternative routes for a proposed highway south of the City of Eagle. The District's location and design study report recommended: 1) Alternative 3 (long west and south option) for location of the Eagle alternate route; 2) existing improved alternative for location of Eagle Road (SH-55); and 3) associated system actions for Alternative 3.

In response to a question from Chairman Combo, an action plan to mitigate environmental impacts would be prepared for the selected alternative, reviewed with the Board and then put into action including roles by other state, federal and local agencies and the public.

Chairman Combo said the Board members have reviewed the transcript of the hearing on March 13, 1991 and written testimony submitted later, the environmental assessment, the location recommendation, and looked at the alternate routes on the ground. Vice Chairman Smith also attended the public hearing in March.

Vice-Chairman Smith discussed the pros and cons of the various alternatives. Both the long route and the short route appear to satisfy state requirements; good bypass traffic flow, good engineering principles, and ease the traffic congestion for the traveling public. The long west route will cost the state more, appears to address city

planning in a better fashion, condemns fewer homes and buildings, and it interrupts more agriculture area. The short route appears to save the state money, condemns more structures and developed properties, takes less agriculture area, but appears to be short-sighted from a city planning standpoint.

Vice-Chairman Smith then made a motion to approve the south option. He noted that the alternate short west route and the alternate long west route both appeared to be acceptable routes for the redesigned highway. However, the long west route was more expensive than the short west route. He then moved to approve the short west option, holding the decision in abeyance for a period of thirty days. During that thirty-day period, if the City of Eagle advised the board in writing that the long west option better served the city with respect to its comprehensive plan, the western route would be reconsidered. The motion was seconded by member Davidson; motion carried.

In subsequent discussions, the Board approved the existing improved alternative for SH-55 from Chinden to Eagle. Any highway system adjustments will be presented to the Board based on final approval of the alternate route around Eagle.

State Funds for Crossroads Project, US-93 North of I-84, Jerome County, US-93. As recommended by the State Highway Administrator, the Board approved using \$250,000 of state funds for the widening project on US-93 just north of I-84. The funds are contingent on the approval of a community development block grant from the Department of Commerce and Development. The application for that grant was to be made by May 20, 1991.

Rule 39.C.22, Special Permits for Extra-Length Vehicle Combinations. The Board approved the rule revision in March and authorized promulgation. The legislative germane subcommittee for rule review held a hearing on this rule and had several concerns about allowing the special logging combination on all state highways. Staff is working on an amendment to the rule which would be acceptable to legislators, the logging industry, railroad companies and the traveling public. The amendment will be submitted to the Board for consideration.

Passing Lanes South of Ketchum, SH-75. The Board agreed to move ahead with this project. Loren Thomas, District 4 Engineer has the action on this item.

Delegation - US-95 Highway Association. Doug Hoffman of the Weiser Chamber of Commerce appreciated the Board's action in scheduling the Weiser alternate route in FY95 (actually FY94 in the program), the Payette to Weiser project in FY91, and the Cambridge to Weiser job in FY94.

May 16, 1991

He expressed three concerns: 1) Property owners near the proposed Weiser alternate route want the project accelerated so the route is known and they can plan accordingly. District 3 Engineer Meyer said the Monroe Creek channel change is being resolved with affected agencies. A 404 permit with the Corps of Engineers for the change must be done before an environmental assessment is issued. 2) Delay of the Payette to Weiser project to FY92; improvement to that section of US-95 would make the road safer and keep the traffic in Idaho that is using Highway 201 in Oregon. DE Meyer said the project is being designed in headquarters; right-of-way plans and easements are needed. 3) A realignment of the curve at the Mann Creek Store needs to be added to the highway development program.

Mike Dolton said the impact on Idaho highways could be significant when the new prison is built in Ontario.

Chairman Combo reminded the delegates that approximately \$300 million is needed to bring US-95 to existing engineering standards. He and the other Board members were aware of the need to improve US-95; it's a matter of funding, he said.

The group invited the Board to stop in Weiser while touring District 3.

Delegation - Bill Wade, SH-78. Mr. Wade told the Board that SH-78 is unsafe from Murphy to the junction of SH-45. He criticized the department for not responding to his phone calls and poor work on the shoulders of SH-78. He believed the shoulders should be widened.

Board Chairman Combo thanked Mr. Wade for the input.

Delegation - Meridian City Officials, East First Street, Project ST-8673(600), Key 4652, Old SH-55. Mayor Kingsford reiterated the funding sources for the project: Ada County Highway District (ACHD), ITD, Meridian, and an LID from businesses. The city was ready to advertise the project when the consulting engineers informed the Mayor that increased costs were expected due to the need for more subsurface roadway. The project was then reduced in scope and specifications but an additional \$200,000 was still necessary. ACHD agreed to allocate \$100,000 contingent on ITD's approval of another \$100,000.

The Board indicated it would take the matter under advisement and notify the Mayor of its decision the following day. (See 5/17/91 minute entry.)

WHEREUPON, the Board meeting recessed at 6:00 PM.

May 17, 1991

Board Chairman Combo reconvened the regular Board meeting at 9:00 AM on May 17, 1991, in the Transportation Building in Boise. All Board members were present.

East First Street, Meridian, Project ST-8673(600), Key 4652, Old SH-55. Vice Chairman Smith moved, seconded by Member Davidson, to approve up to an additional \$100,000, conditioned on the final bids and splitting the difference in any underrun with ACHD. Motion carried.

Rule 39.B.76, Special Class D Driver's License Addendum. (See 4/11/91 minutes.) Upon recommendation of legal counsel and the Director, the Board concluded that it had no authority to promulgate the proposed rule.

Delegation - Representatives of Nampa City and Chamber. The Chamber's Transportation Committee members expressed gratitude for highway projects done in the past. One member believed the Karcher interchange should be included in the five-year highway development program. Another delegate said the Nampa-Caldwell Boulevard needs attention as well.

Delegation - Malta Mayor and Local Residents, Addition of Road from Malta to I-84 to State Highway System. Mayor Tracy described the history of roads in the area and the impact from trucks operating for Interstate Feeders and tourists traveling to the City of the Rocks. In addition, the road is used as a bypass for I-84 when blowing dust closes the interstate. While traffic counts may be short, the mayor said, extenuating circumstances exist. Of the heavy truck traffic, almost 95% comes from the feed lot.

Chairman Combo suggested that the department again look at the traffic counts. He also discussed the possibility of alternative sources of funds for a cooperative project. Department staff engineers could contribute technical expertise.

The Mayor asked for a copy of the maintenance agreement with the City of Malta and ITD.

New traffic counts, using a vehicle classifier, will be taken and evaluated, then reviewed with the Board.

Briefing on Mileage Tax. Herb Kinney, Registration Services Manager, explained the mileage tax concept, reporting method, multiple weight reporting of the mileage tax, the reduced mill rate per mile for certain commodities and the audit program.

Weight Variance for Portable Wheel Weighers. Code of Federal Regulations 658.17 permits state weight enforcement agencies to establish scale allowances up to five percent for

May 17, 1991

portable wheel weighers. Department staff recommended the Board provide for a maximum 1,000-pound allowance based upon the results of a study involving 351 vehicles of varying sizes. The Board approved this recommendation without objection.

Presentation by Program Control Staff. Ray Mickelson, Program Control Manager, gave an overview of the Program Control Section and outlined the procedure of updating the highway development program boards, which will be on the agenda at the September Board meeting.

Special Recognition. Special recognition was given to Ray Mickelson on his receipt of the Dr. L. I. Hewes Award which will be given at the WASHTO meeting in July. This award is presented for outstanding service in the transportation field. Ray Mickelson is a co-recipient of this award, along with Al Luedecke from Texas.

ITD was also recognized for being named the "Outstanding Transit Agency of the Year" by the Community Transportation Association of America.

Rule 39.B.81, Commercial Vehicle Inspection. The Board unanimously repealed this rule effective July 1, 1991. The contents of this rule are covered under Section 40-511, Idaho Code, which was amended by HB 411 passed by the 1991 Legislature.

House Bill No. 123, New Dealer/Salesman Licensing Requirements. Because the legislation omitted the implementation date, Department staff proposes to implement the provisions of HB 123 with optional compliance to begin on July 1, 1991, and mandatory compliance to begin January 1, 1992. This bill requires snowmobile, all-terrain vehicle, and off-road motorcycle dealers be licensed with the Department. Because implementation of this bill is set at the middle of a normal licensing period, the proposal is to allow all new snowmobile, all-terrain vehicle, and off-road motorcycle dealers the option of not licensing with the department until January 1, 1992, and if they choose to license prior to January 1, 1992, we would issue a license that would be valid through December 31, 1992.

Also, this bill requires dealers and salesmen to carry a pocket identification card with a current picture and license expiration date, license with the department every three years, pay an application fee of \$25.00, and have a picture identification card issued by their local county sheriff every time they change sponsoring dealerships. Again, the staff proposes to make the requirement for the picture identification process optional on July 1, 1991, with mandatory compliance as of January 1, 1992. The Board approved this item without objection.

Amendment to ITD Rule No. 39.B.02, Vehicle Dealer License Requirements. This rule was revised based on HB 123 which was passed in 1991 by the State Legislature. (See previous discussion.) Specifically, this amendment increases the limitation on sales activity from three to five vehicles. A new section was added to the rule indicating that dealers submitting applications that are received by the department after November 30 of any year will be issued a license for the succeeding calendar year and will not be required to pay the current year's license fee. The dealer can begin operations immediately upon receipt of the license. HB 123 now requires dealers of snowmobiles, all-terrain vehicles and motorcycles to be licensed. A special provision is included in the rule to allow applications for snowmobile/all-terrain vehicle/ motorcycle dealer licenses to be valid from July 1, 1991 through December 31, 1992. This special 18-month license will only be available the first year. On December 1, 1991, the regular annual license will be for a 12-month period.

Renewal of Internship Program Agreement with Boise State University. The Board approved the internship contract for Fiscal Year 1992 for \$236,919. This program provides student interns and faculty support for database development, model testing, and support work for the highway performance monitoring system, pavement management, highway needs, highway statistical analysis, and new coding and editing activities in the development of databases for local government road inventory files.

Appointment of Member to Technology Transfer (T2) Technical Subcommittee for Three-year Term. Staff recommends concurrence with the Local Highway Needs Assessment Council's decision to establish staggered three-year terms of appointment for the T2 Technical Subcommittee members and to confirm Wallace Cory as the city representative to the T2 Technical Subcommittee. Without objection, the Board approved the three-year terms and the appointment of Mr. Cory to the subcommittee.

Consultant Design Services for Spirit Creek to Hoodoo Loop Road, RS-5732(013), Key No. 2337, SH-41. Because of the heavy workload of ITD staff, the utilization of consultant services for some projects is needed to meet the schedule of the highway development program. The staff recommends hiring a consultant for the project development services, consisting of design, plans, specification and estimate including full project surveying, and plan and profile drawings for the Spirit Creek to Hoodoo Loop Road project. Without objection, the Board approved this item.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-14-06 on the following construction bids:

May 17, 1991

ST-4110(601) and M-7254(003), Keys 4752 and 3875 - Main Street/21 Street Intersection: 5th Street/Preston, Lewiston. The bid was rejected because it exceeded the engineer's estimate by more than ten percent, so this project will be readvertised. The largest variation in bid items occurred with the signal and electrical work. The district also recommended not awarding this bid because of the single bid. Another contractor is expected to move into the valley later in the year, which may help give local projects lower bids.

RS-1721(022), Key 1578 - Idaho Street to I-86B, American Falls. Low bidder: Bannock Paving Co. Inc., Pocatello, Idaho - \$3,064,858.97.

RS-4746(003), Key 3610 - Reubens Road, Lewis County. Low bidder: Seubert Excavators Inc., Cottonwood, ID. - \$863,602.01.

STM-84-1(513)0, Key 5032 - I-84 Litter Pick-up, Payette, Canyon, Ada and Elmore Counties. Low bidder: Wright Brothers, The Building Company, Eagle, ID - \$52,294.36.

STM-0003(606), Key 5031 - District Wide Brooming, District 3. Low bidder: Aero Power Vac, Inc., Missoula, MT - \$83,174.40.

STM-1701(534) and STKP-5555, Keys 4569 and 4576 - Oneida Co. Line - Rockland IC and Landing Stockpile, Power County. Low bidder: Lone Pine Equipment Co., Inc., Twin Falls, ID - \$355,565.00

DE-0082(802), Key 4481 - Warehouse Market - Huetter Road, Kootenai County. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, ID - \$1,998,204.80.

DE-0083(806) and F-DE-0083(810), Keys 4246 and 4452 - Front Structure, 16th to 13th, Boise and Myrtle Structure, Stage 2, Ada County. Low bidder: Idaho Construction Company, Inc., Kimberly, ID - \$3,972,737.79.

ST-7622(601) and ST-7592(600), Keys 4628 and 4762 - Y-Dell Corner and 27th and Overland, Burley, ID. Low bidder: Gordon Paving Co., Burley, ID - \$228,000.00.

I-84-3(14)149, Key 3241 - Tuttle to S. Wendell IC, Gooding County. Low bidder: Central Paving Co., Inc., Boise, ID - \$1,649,495.55.

STM-6471(656), Key 4084 - Last Chance - Elk Creek, Fremont County. Low bidder: H-K Contractors, Inc., - \$108,360.00.

STM-6470(604), Key 4980 - Ucon - Rigby, Bonneville and Jefferson Counties. Low bidder: H-K Contractors, Inc., Idaho Falls, ID - \$102,888.00.

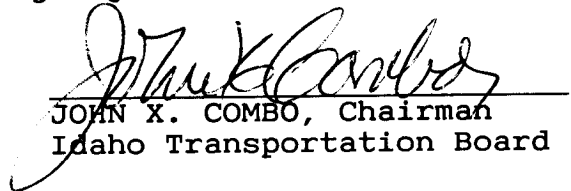
F-2392(41), Key 4224 - Big Wood River Bridges, Blaine County. Low bidder - Idaho Construction Co., Inc., Kimberly, ID - \$1,034,523.30.

STM-6803(600) and STM-6830(600), Keys 4662 and 4661 - St. Anthony Business Loop and Canyon Creek-West, Madison and Fremont Counties. Low bidder: H-K Contractors, Inc., Idaho Falls, ID - \$74,641.00.

STM-6471(658) and STM-6804(513), Keys 4518 and 4519 - St. Anthony to Chester and Drummond to Jct. SH-47, Fremont County. Low bidder: H-K Contractors, Inc., Idaho Falls, ID - \$149,486.90.

Out-of-State Travel Report. The Board reviewed the travel requested and had no questions or comments.

WHEREUPON, the Board meeting adjourned at 2:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved

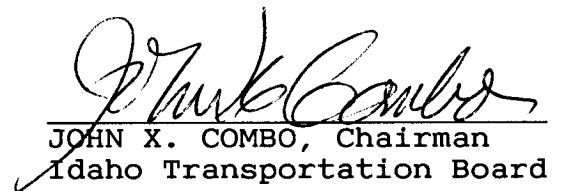
July 9, 1991
Boise, Idaho

SUPPLEMENT TO THE MAY 1991 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 7, 1991

Through telephone contact with Board Chairman John X. Combo and Vice Chairman Leon E. Smith on June 7, 1991, the Executive Assistant to the Board obtained approval to:

Award the contract on Stockpiles #4565 and #4566, Key #4534 and #4535, South Rogerson and Hollister Port of Entry, Twin Falls County. The low bid was more than ten percent over the engineer's estimate. The District's analysis showed source reclamation should have been higher due to additional drilling and shooting required and the higher mobilization costs were reasonable. Therefore, award of the contract to Western Construction, Inc., Boise, for \$184,500.00 was recommended because the project is vital to the District's seal coat program.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and approved

July 9, 1991
Boise, Idaho

June 7, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 19-21, 1991

The Idaho Transportation Board met in regular session in Coeur d'Alene, Idaho on June 19, 1991 at 1:00 PM in the District One Office. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator

Tom Baker, District One Engineer; Larry Wolf, Assistant District One Engineer; and Jim Richard, Assistant District One Engineer, took the Board and staff on a tour of the I-90, Coeur d'Alene East construction project, and the slide on US-95, Mica Hill. Representative Freeman Duncan and Keith Erickson, a reporter from the Coeur d'Alene Press, accompanied the group on its tour of the I-90 project.

The Board tour of District One recessed at 5:00 PM.

June 20, 1991

The Board reconvened at the District One Office in Coeur d'Alene on Thursday, June 20, 1991, at 7:30 AM. The same people were in attendance.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 9, 1991 - Boise
July 14-18, 1991 - WASHTO, Bellevue, WA
August 15-17, 1991 - Districts 4 and 5
September 12-14, 1991, Wallace and Boise

Board Minutes. The May Board minutes were postponed until the July meeting.

Status of Sandpoint North/South. Director Kiebert told the Board that District One is in the process of evaluating all alternative alignments now under consideration for the Sandpoint North/South project. The District will select the final group of routes which will be the subject of the Draft Environmental Impact Statement (DEIS). The DEIS is expected to be complete in March of 1992 with a location hearing to follow. Director Kiebert said the three-month delay referred to by Chairman Combo at the last meeting was a result of insufficient staff resources allocated to the project and no team leader was established to oversee keeping the project on track. A staff person in headquarters has now been assigned the duty of coordinating the project.

June 20, 1991

Proposed Conversion of ITD Land and Water Conservation (LWC) Funded Rest Areas in Exchange for Higgins Point. Three of the ten rest areas built partially with LWC funds from the National Park Service (NPS) have been closed and others are not, according to Idaho Parks and Recreation, being maintained in compliance with the stringent standards of the LWC grant. The contract with NPS required ITD to continue operating the rest areas in perpetuity. A proposal was made to trade (convert) suitable recreational property to the National Park Service. Higgins Points (nine acres located on Coeur d'Alene Lake) was identified by Parks and Recreation as ITD-owned property acceptable for conversion. FHWA has been asked to waive repayment of federal monies invested in Higgins Point based on the proposed transfer to another state agency and its use as public recreational property.

The Board unanimously approved the recommendation but asked the Director to 1) verify the legal opinion that the property could be traded to the Department of Parks and Recreation and 2) receive assurance from FHWA on waiving the repayment of federal funds. The rest areas to be traded are: Alexander McDowell, Cedar Draw, Birch Creek, Grasmere, Hoodoo, Lenore, Timmerman, Mineral Mountain, Hagerman and Cat Creek.

Revision to Rule 39.C.22, Special Permits for Extra-Length Vehicle Combinations. In March the Board approved a revision to this rule to allow the issuance of permits for vehicle combinations not exceeding three feet off-track or 85 feet overall length (including load overhang) to operate on all state highways. The rule received opposition from members of the germane legislative subcommittee who were concerned that some state highways could not safely handle the vehicle combination.

An administrative decision was made to withdraw that proposed rule and draft new wording. The revised rule establishes criteria for evaluating pavement condition, bridge capacity, safety considerations, pavement width, curvature, traffic volumes and traffic operations on each route being requested for special permits.

Without objection, the Board approved the revised language and authorized the rule to be processed through the Administrative Procedure Act.

Suspense Action Log. In response to a Board suggestion, the log tracking important letters and actions, has been reorganized by priority and sorted by the person/group requesting the action.

Hearing Officer for Termination of Dealer Agreement. The Board instructed the Director to appoint the hearing officer to conduct a hearing and render findings of fact regarding the termination of a Mitsubishi dealership agreement with Wolfe, Inc.

June 20, 1991

Consultant Contract to Improve Public/Media Relations. The original contract with Group 2000 was less than \$25,000 and therefore was not submitted for Board approval in accordance with Board Policy B-06-08. The contract (\$11,500) was to secure expert advice in public relations. Since then, two addendums to the contract have been executed to train additional staff in media relations (\$4,500), and implement a media awareness program (MAP) (\$12,000). Another supplement pertaining to the public hearing process (\$11,000) was presented to the Board in April and received approval. A fourth supplement is planned for additional media training for managers in headquarters (\$3,500).

Board Vice Chairman Smith was concerned about the contract expansion and believed the Board should have been advised of the original proposal even if it was less than \$25,000. He suggested that ITD's Training and Development Manager continue the training once the contract has been completed. Motion made, seconded, carried (MSC) to approve the contract and addendums not to exceed \$42,500.

Salary Bonuses for Classified Employees. Director Kiebert briefed the Board on the bonus system for recognizing meritorious service. He said staff is taking another look at the system since some criticism from managers and employees was received regarding allocations.

Consultant Contract for Supportive Services Program. FHWA allocated \$120,000 to the Idaho Transportation Department for FY91 to fund ITD's supportive services program for minority- and women-owned businesses, as required by 23 CFR 230 Subpart B.

In May, ITD sent requests for proposals to 14 Idaho consultants who may have an interest in providing these services. An ITD committee will evaluate the proposals within a week after the June 13, 1991, closing date and provide its recommendations to the Director.

Without objection, the Board approved the request to execute a contract with the selected consultant before July 21, 1991, in order to provide uninterrupted service to Disadvantaged Business Enterprises.

Revision to Rule 39.B.41, Special Provisions Applicable to Fees for Services. An amendment to Rule 39.B.41, specifying fees to be charged for motor vehicle and driver records which are not specifically provided for in Idaho Code, was passed without objection. The Motor Vehicle Bureau will provide motor vehicle and driver records free of charge to state agencies, as well as county assessors and sheriffs. The rule also states that all requesting agencies will be required to pay any additional costs associated with special programming and/or handling needed to produce the requested information.

Uncollectible Motor Vehicle Accounts. The Board moved to write off eight Motor Vehicle accounts which have been determined to be uncollectible.

The decision is shown in Exhibits 28 and 29 which are made a part hereof with like effect.

1995 Statewide Rural Functional Classification System Map. The 1995 map shows the following changes:

- (1) upgrading of SH-29 from minor to major collector;
- (2) downgrading of US-26 from principal to minor arterial as approved by the Board in 1986 has not been done per FHWA recommendation because of the proposed transportation bills before Congress affecting Idaho's Highways of National Significance;
- (3) US-95 through Sandpoint and SH-55 through McCall are shown as principal arterials instead of as alternate routes because they are no longer in the 5-year Development Program; and
- (4) the Lakeside project in Coeur d'Alene necessitated the downgrading of a portion of Sherman Avenue from minor arterial to collector, and an upgrading of a portion of Lakeside Avenue from collector to minor arterial.

The Board approved this new map without objection.

Reappointment of Members to Local Highway Needs Assessment Council (LHNAC). Without objection, the Board approved reappointing Con Alder, representing the Idaho Association of Counties, and Tim Ridinger, representing the Association of Idaho Cities, to LHNAC for additional four-year terms.

State-funded Highway Development Program. The Board members approved the FY92-93 State-funded (ST) Highway Development Program, but they want to continue discussion of this program at the July meeting.

Tourist Information Center at the Snake River Overlook, US-93. In 1988 the Rotary Club and Chamber of Commerce of Twin Falls proposed the construction of a tourist information center at the Snake River overlook. The encroachment permit was approved for a temporary structure financed by the Rotary Club and owned by the City. Later in the year, the Chamber asked for and received permission to erect a permanent structure instead of a temporary one.

Since then the facility has been manned approximately 12 hours a day for eight months a year with volunteer people from the Twin Falls area.

The Board was advised that the Chamber of Commerce recently received a grant and has submitted an encroachment permit to construct toilet facilities. The City is providing the sanitary sewer for the new rest rooms and the existing structure.

Location and Design of SH-55, Jct. 44 - North, Project F-3271(052), Key 3758. The location, design and system action on Project F-3271(052) was approved without objection. Ada County Highway District has agreed to accept responsibility for that portion of SH-55 which will be relinquished with provisions made for overlaying the present surface between SH-44 and Beacon Light Road.

The Board's decision will be presented for signature at its next meeting.

Rule 39.C.25, Lights on Snow Removal Equipment. Prior to recodifying Title 49, Idaho Code, in 1989, the Transportation Department had the responsibility to establish standards for lights on snow removal equipment. That responsibility was assigned inadvertently to the Director of Law Enforcement. House Bill 71 which was passed this year returned the responsibility to the Transportation Department.

Staff proposed to promulgate an administrative rule to implement standards and specifications for lights on snow removal equipment which would apply to all publicly- and privately-owned snow removal equipment operating on public roads in Idaho. Without objection, the Board members approved proposed Rule No. 39.C.25, and upon its effective date, they will repeal policies A-05-26 and B-05-26 which cover the same subject.

Permit to Use Right-of-Way, 01-91-147, Project F-FG-5116(21) and (23), Key A2125, US-95. Mr. Eugene A. Huse requested permission to widen a 20-foot approach and relocate it from Station 402+45 to 401+45 to better serve his property. Sight distance is 800 to 1000 feet. A two-way turn bay exists in front of the property. Without objection, the Board approved and signed the exchange deed.

Approach Permit 3-91-183, Project RF-3112(30), Key A0147, Lakey's Cafe, US-95. District Three Engineer Meyer negotiated an agreement with Mr. Butts to retain the existing approach located at Station 1194+10 Right which was to have been removed by the previous owner. The Board approved and signed the access changes.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-F-3111(038)	51	2626	US-95
IR-F-3111(038)	63	2626	US-95

June 20, 1991

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-14-06 on the following construction bids:

STM-6840(509), Key 4516 - Jct. SH-28 - MP 52.00, Clark County. Low bidder: Gale Lim Construction, Inc., Blackfoot, ID - \$100,800.50.

STM-6353(533) and STM-6353(532), Keys 4522 and 4521 - Blizzard Mountain - Arco Airport and Butte County Line - Craters of the Moon, Butte County. Low bidder: Intermountain Slurry Seal, Salt Lake City, UT - \$116,838.14.

ST-4110(602), Key 2252 - Moscow Couplet North, Washington to Main, Latah County. Low bidder: Poe Asphalt Paving Inc., Clarkston, WA - \$293,458.00.

STM-6354(556) and STM-6393(515), Key 4524 and 4520 - MP - 278.00 - Salmon Airport and Clayton R.S. - East, Lemhi and Custer Counties. Low bidder: Intermountain Slurry Seal, Salt Lake City, UT - \$228,259.74.

M-7411(001), Key 1024 - Olympus Drive, Stage 1, Pocatello, Bannock County. Low bidder: Bannock Paving Company, Inc., Pocatello, ID - \$1,590,600.60.

ST-6350(602), Key 4770 - Challis Creek Structure, Custer County. Low bidder: C.L. Heilman Co., Twin Falls, ID - \$131,533.65.

BROS-0700(007), Key 3802 - Aspen Drive Bridge, Blaine County. Low bidder: Ralph Thornton Construction Inc., Burley, ID - \$191,802.92.

STM-7591(502), STM-7591(600), STM-1721(602) and STKP-5539, Keys 4573, 4883, 4882 and 4046 - Blackfoot River Bridge Street, Bridge Street to NCL Blackfoot, Sheeptrail Road to Hoff Road and Blackfoot Maintenance Yard, Bingham County. Low bidder - Bannock Paving Company, Inc., Pocatello, ID - \$337,865.30.

STM-2764(506), STM-2790(534), STM-2790(535), STM-2360(602) and STM-2846(511), Keys 4554, 4559, 4546, 4680 and 4556 - Eden Cor-Jct. I-84, Dietrich East, West Kimama, Gridley-Banbury, Kimberly-Hansen, Jerome, Lincoln, Twin Falls and Gooding Counties. The District and Contract Administration Section recommend accepting the low bid, which was 73 percent of the engineer's estimate, because oil prices dropped considerably from the time the engineer did his estimate and when the projects were bid. Also, mobilization average bid for all three bidders was 52 percent below the standard 10 percent cost used for estimate purposes. Low bidder - Kloopfer Inc., Paul, ID - \$537,596.10.

IR-F-5116(072), Key 4459 - US-95 and Prairie Avenue, Kootenai County. Low bidder: K.R.C. Corp., Coeur d'Alene, ID - \$463,035.54.

ST-2390(602), STM-2342(511), STM-2342(510) and STM-2392(577), Keys 4651, 4553, 4535 and 4557 - Russian John-Salmon River, Cat Creek-Fairfield, Silver Creek-Carey, Railroad Track-Jct. US-20, Blaine and Camas Counties. Low bidder: Kloeppfer Inc., Paul, ID - \$481,386.43.

Out-of-State Travel Report. The Board reviewed the travel requested and had no questions or comments.

Tour of District One Office and Visit with Employees. The Board members met with employees as they toured the new office complex. The Board and staff then met with employees at a retirement lunch for Dale Bymaster.

Tour of District One. From Coeur d'Alene the group drove US-95, SH-53, SH-41 and US-2 to the Priest River airport. Because of weather, Aeronautics Advisory Board member Parish was unable to join the group as it looked at the tie-down area which is scheduled for a state/local overlay this summer. A federal/state/local project to write a master plan and environmental assessment is scheduled for FY93.

The tour continued on US-2 to Sandpoint. The tour members stopped at the Bonner Mall and visited with Frances Swanson and Florence Carter who man the information office at the mall for the Sandpoint North/South project. Mayor Chaney and County Commissioners McNall and MacLeod stopped by for a cup of coffee.

The County Commissioners joined the group as it stopped at the Bonner County Airport located north of Sandpoint. Aeronautics Advisory Board member Parish described the recent improvements. He said efforts are underway to install necessary equipment to provide a non-precision instrument approach. A pre-application is on file with the Federal Aviation Administration for a master plan update and environmental assessment, land acquisition, and a runway-taxiway extension.

From Sandpoint, the group traveled north on US-95 to Bonners Ferry where it remained overnight. The tour recessed at 6:00 PM.

June 21, 1991

The District One tour resumed at 7:30 AM on June 21, 1991 in Bonners Ferry. The same people were in attendance.

June 21, 1991

The group left Bonners Ferry and headed north on US-95. Members stopped at the U.S. Customs Office in Eastport for a tour of the new facility. Senator Tucker joined the group at this point.

From Eastport, the tour continued to Creston, British Columbia, Canada for lunch with the Mayor, Town Aldermen and local officials. Transportation issues and matters involving economic development were discussed.

After lunch a tour of a local business was taken, then the tour returned to Idaho via SH-1.

WHEREUPON, the Board meeting adjourned at 6:00 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
July 14, 1991
Bellevue, Washington

June 21, 1991

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

July 9, 1991

By call of Chairman Combo, a special meeting of the Idaho Transportation Board was held in Boise, Idaho on July 9, 1991 at 9:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Jeff Stratten, Public Information Officer
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The Eagle Alternate Route motion was clarified in the May Board minutes and the minutes were then approved as amended.

Director's Report. Senator Symms recently recognized the efforts of Hugh Lydston, Ray Mickelson, Renee' Iverson, Tim Greeley, Bob Lee and Dave Amick in helping with the development of federal transportation legislation.

Deputy Director Lydston provided a briefing on the AASHTO summer policy meeting in Washington, DC, and the current status of federal transportation legislation.

Revised Department Organization Chart. Without objection the Board approved the revised chart. Changes include: elimination of Deputy Director Internal position, reassignment of Public Information under Deputy Director Lydston, elimination of Operations Management Systems Section, transfer of Ports of Entry to the Highway Districts, and inclusion of the Public Transportation Section as a new section.

FY93 Budget Overview. Accounting Manager Baker reviewed the annual budgeting process and the 5-year summary of budget allocations and revenue sources. Also discussed was the need for the highway fund contingency reserve account. When unpredictable high construction billings and FHWA quarterly delay in reimbursement combine to cause temporary depletion of the state highway account, the reserve account allows the department to pay its bills on time. The Board agreed that the budget information could be sent by facsimile in a one-page summarized form with a pie chart to keep the Board sufficiently informed of the budget development process. All transmissions and approvals will be coordinated with the Board's Executive Assistant.

July 9, 1991

Legal Issues to Board. Chief Legal Counsel Trabert outlined the current policy B-03-01 on acquiring and disposing of real property which indicates the Board will approve actions involving \$100,000 or more. Settlements are approved through the Director, Deputy Director and State Highway Administrator. The appropriate District Engineer is consulted on cases in his area. The Board is apprised of matters involving the environment and personnel plus anything of political, public or economic significance. The Director and Chief Legal Counsel meet periodically to review new cases or significant changes in existing cases.

The State Highway Administrator suggested that staff identify actions above \$100,000 in case B-03-01 should be adjusted accordingly. That analysis should be ready in September.

Delegation - Canyon County Railroad Safety Committee. Charlie Clark said the Committee began in 1989 and is unique in the Union Pacific Railroad's system. The Committee is established by county ordinance and members are appointed by Canyon County Commissioners. Committee Member Wheeler reported that educational programs and poster projects have been started at local schools to encourage safety awareness among children. Crossings are monitored and in 1990 over 125 citations for failure to stop at signs were issued to offenders. Committee Member Staker said the Locust Street crossing was selected as the first project for a lighted crossing. Committee Chairman Koch asked that the crossing improvements projects be accelerated.

According to the Committee, components of the program are enforcement, education and engineering. Committee members are working on the first two but need advice on the third. State Highway Administrator Green said that in the past there has been more money in the railroad crossing account than there are projects designed and ready for construction. He suggested the Committee work with District on proposed projects.

The Board concurred with the recommendation and authorized District 3 Engineer Meyer to communicate necessary requirements to the Committee.

Amendment to Board Decision on Eagle Alternate Route, Project F-3271(033), Key 2027, SH-55. Upon receipt of a resolution executed by the City Council and Mayor of the City of Eagle, Idaho, indicating a strong preference for adopting the "long west bypass route," the Board revisited authorization of this project.

Vice Chairman Smith moved, seconded by Member Davidson, that the Board approve the long west option as part of the Eagle Alternate Route south of Eagle, Idaho. It was noted that the Board previously approved the short west option (see

July 9, 1991

May 16, 1991 minutes) subject to amendment if notified within thirty days by the City of Eagle that the long west route would better accommodate the City's comprehensive plan. Being so notified by the City of Eagle, the Board approved the long west route, based on earlier findings that the long west route was preferable but more costly. With proper environmental consideration and planning, it now appears the long west route best serves the needs of the State of Idaho and the City of Eagle.

As part of the motion, it was moved that mitigation and environmental concerns be addressed during all design and construction phases. This plan will be submitted to the Board. Motion carried unanimously.

Several Eagle citizens, local area residents and city officials were present during the Board's decision. State Senator Carlson suggested that the mitigation committee members ask for public input rather than presenting a proposed mitigation plan for public comment.

Eagle area resident Susan Thomas asked how the property owners would be notified of the Board's decision. She was told that the written, signed decision would be mailed to all affected property owners and the City of Eagle within ten days of this date. An appeal to that decision, as described in Section 40-310, Idaho Code, can be made within ten days of the receipt of the Board's decision.

Eagle area resident Lois Kunkler asked how the City could make a decision on the long west route that affects property owners living outside the city limits. Mayor Guerber said the City had only reaffirmed its decision of two years ago. Board Chairman Combo responded to Mrs. Kunkler that the Board, not the City Council and Mayor of Eagle, made the decision regarding the location of the alternate route south of Eagle.

Proposed FY93 Building Budget. Without objection, the Board approved the proposed FY93 building program for inclusion in the executive and legislative budget submittal and approved the concept of a continuing building program of approximately \$4 million/year for FY94 - FY98.

Proposed Road Equipment Replacement Budget for FY93. The Board unanimously approved increasing the equipment replacement budget for FY93 to approximately \$10.2 million to avoid any further degradation of the fleet's economic value below FY91 levels.

Meeting with Governor Andrus. The Board members met with the Governor at his office at 2:00 PM.

Delegation - Mayor of Riggins and Local Motel Owners. Mayor Barton expressed concern over the condition of the Goff Bridge just north of town on US-95. An inspector allegedly told motel owner Darragh that the bridge is in bad shape and is shifting position on the east end. State Highway Administrator Green indicated he is aware of the bridge's condition and will respond to the delegate exploring the condition of the bridge. All bridges are inspected and repaired to assure they can carry the traffic loads safely.

The Mayor appreciated the concrete guard rail put up north of town between the US-95 and the Salmon River. No one has run off into the river and no fatalities have occurred since that installation.

They requested the board advance the rebuilding of US-95 from south of Riggins to the Goff Bridge on the approved location and put the projects in the program.

Chairman Combo said the local communication was timely in that the Board will establish project priority at its September meeting. Per their request, the delegates will be advised of the time of that discussion.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-F-3111(038)	26	2626	US-95
IR-F-3111(038)	29	2626	US-95
IR-F-3111(038)	30	2626	US-95
IR-F-3111(038)	63	2626	US-95

FY92-93 State-funded Highway Development Program. In June the Board approved the State-funded Highway Development Program so project development could continue, with the understanding that the program would be discussed in more detail at the July meeting. Without objection, the Board officially approved this program.

Exempt Plates Reissue. Without objection, the Board approved to hold in abeyance, the reissue of exempt license plates for 1992. The Board asked staff to identify the cost to issue exempt plates and report back to the August meeting.

1992 License Plate Reissue. The Board approved the following recommendations for reissuance of 1992 license plates:

(1) The beginning date of October 1, 1991 to start reissuing annual license plates and new personalized license plates; issuance of new license plates for motor homes, travel trailers, and towing vehicles for owners who go to a warmer climate for the winter; and issuance of county plates

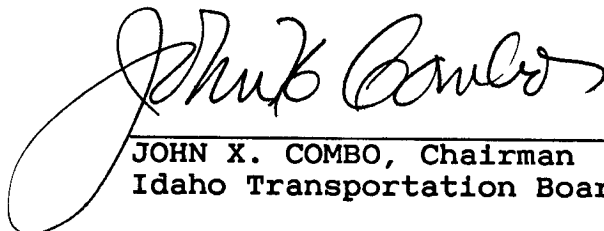
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should the material for the green and white plate format be depleted before 1/1/92.

(2) Cancellation of the current green and white series of truck and trailer plates issued pursuant to Section 49-434, Idaho Code, last reissued 1/1/86 and issuance of the new style red, white, and blue plates effective 1/1/92.

(3) A numbering system for motor home license plates using the standard passenger car plate with a county designator, numeric serial number and an "M" suffix, effective 1/1/92.

Read and Approved
_____, 1991
Twin Falls, Idaho


JOHN X. COMBO, Chairman
Idaho Transportation Board

July 9, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 14, 1991

The Idaho Transportation Board met in regular session in Bellevue, Washington on July 14, 1990 at 3:00 PM at the Hyatt Regency Hotel. The following people were present:

John X. Combo, Chairman - Region 1
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Jeff Stratten, Public Information Officer
Monte Fiala, Chief of Highway Operations
J. R. Dick, Chief of Transportation Services
Thomas S. Baker, District 1 Engineer
Jack T. Coe, Division Administrator - Federal Highway
Administration
Judie Wright, Senior Financial Analyst - Governor's
Budget Office

Board Minutes. The June Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 15-17, 1991 - Districts 4 and 5
September 12-14, 1991 - Wallace and Boise

Director's Report. The Board approved proceeding with the memorandums of understanding with various state agencies in an effort to identify and improve relations. The memorandums will be proposed to the directors of other agencies and would describe responsibilities, communications and the framework of agency staff interactions.

District 1 Engineer Baker reported that during the previous week significant advancement had been made in the draft environmental impact statement (DEIS) on the Sandpoint North/South alternate route project. The group of alternates, plus a do-nothing option, has been reduced to three. Traffic data and projections have been approved. The staff environmental planner and archaeologist will evaluate impacts of the three alternatives this week. The DEIS is scheduled for completion this fall.

Director Kiebert asked that the Board redirect responsibility for the strategic plan to Deputy Director Lydston. The Board members approved the recommendation.

The Board received and discussed the staff report on the potential abandonment of Union Pacific's Wallace Branch from Plummer to Mullan.

July 14, 1991

The Board members also reviewed the operating costs for the state aircraft pool. They asked the Director to monitor the progress of the consultant study to ensure expeditious completion. (See discussion later in these minutes.)

The Board members asked the Director to provide in August a list of proposed department legislation, any bills that ITD will draft for others to sponsor, plus legislation that may be introduced by outside sources that would affect transportation.

Quarterly Report from Motor Vehicles on Bad Checks. The Board acknowledged \$6,605,113.75 in checks processed during the second quarter of 1991. Of those checks processed, \$23,650.56, or .3581 percent, were returned for collection.

The Motor Vehicle Accounting Section and a collection agency have collected \$37,607.20, of the \$68,668.08 total to date, representing a 55% collection rate.

Aeronautics Pool Contract. The Bureau of Aeronautics originally estimated the cost of a study to determine the current and future requirements of the aircraft pool at \$20,000. Bids were solicited, with the lowest bid approximately \$26,600. The Board unanimously gave approval for Aeronautics to continue negotiations to reach a contract commitment at the higher cost.

Contract for Negotiating a Consultant Agreement for Automation at the East Boise Port of Entry, Project IR-84-2(039)65, Key 4650, I-84. Without objection, the Board approved proceeding with negotiations for a contract with the selected consultant, Texas Transportation Institute, in the amount of \$1,300,000.00 for automation of the ports of entry.

The Board instructed the Director to notify local legislators of the benefits and objectives of the East Boise Port of Entry before information is released to the public.

FY92 Highway Safety Plan (HSP). The Office of Highway Safety prepares the HSP annually to provide background information and discussion of the traffic safety program areas that have been deemed the most effective in reducing the frequency and severity of traffic collisions on Idaho's highways. After reviewing the plan, the Board approved it without objection and gave authorization to proceed.

Quarterly Report on Status of Current Program Obligations. Projected expenditures for the year are \$86.4 million. As of July 1, 1991, \$41.2 million of the targeted \$65.37 million have been expended by the Department.

Permit to Use Right-of-Way, 3-91-185, Projects S-3832(6) and (3), Key A2574, SH-16. The ALL VALLEY AGENCY, INC. has requested a change of width and use of a future 20-foot farm

approach to 40-foot unrestricted. Without objection, the Board approved and signed the exchange deed.

Consultant Design Services for Project ST-3340(603), Key 2624, US-20. Due to the heavy workload of the Transportation Department staff, the Board approved consultant services for the design, plans, specifications, and estimate on this project to improve existing US-20 from I-84 north of Mountain Home for a distance of 7.75 miles.

Consultant Term Agreements. Staff reported that the workload at ITD is such that utilization of consultant services for some projects is needed to meet the schedule of the highway development program. The procedure and process to bring a consultant on board takes between three to six months.

Staff recommends using term agreements, which would consist of having qualified, preselected consultants available to perform services on little or no notice as the need arises. The cost for work done by these agreements is estimated at \$1,000,000 per year. Individually the contracts are expected to cost approximately \$25,000. Without objection, the Board approved consultant term agreements.

Progress Report, ST-3270(604), Key 5030, Deinhard Lane Alternate, McCall, SH-55. In January, the Board decided to hire a private consulting firm to perform a concept feasibility study of a McCall bypass for SH-55 traffic. After following the selection procedures, Centennial Engineering, Inc., along with Toothman-Orton, was selected to negotiate an agreement for a lump sum amount of \$45,000.00. The schedule calls for Centennial Engineering, Inc. to begin work in July 1991 and complete the study by January 1992.

Purchase of Property Valued in Excess of \$100,000.00. Without objection, the Board approved initiating negotiations in excess of \$100,000 on the following parcels. The Board further granted authority to settle within 10% of the reviewed fair market value, if necessary.

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-84-1(13)33	38	3214	I-84
IR-84-1(13)33	22	3214	I-84
IR-84-2(1)50	112	2521	I-84
IR-84-2(1)50	118	2521	I-84
IR-84-2(1)50	114	2521	I-84
IR-84-2(1)50	120	2521	I-84

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

IR-84-1(02)012 & IR-84-1(019)26, Keys 3403 & 3402 - Black Canyon IC to Sandhollow IC & US-20 IC to Franklin IC,

July 14, 1991

Payette and Canyon Counties. The District and Contract Administration Section recommend award of this contract, which was more than 25 percent below the engineer's estimate. Two items were significantly overestimated in the engineer's estimate while all other bid items varied within acceptable limits. The Board agreed with the recommendation to award the contract. Low bidder: Pavement Specialists/West Inc., Napoleon, Ohio - \$976,694.67.

ST-7063(600), Key 5016 - SH-44, Jct. SH-55 to Glenwood, Ada County. The bids were more than 25 percent under the engineer's estimate because all bidders have materials sources and equipment near the project site. The District and Contract Administration Section recommend awarding this bid. The Board agreed with the recommendation to award the contract. Low bidder: Boise Paving & Asphalt Company, Boise, Idaho - \$480,124.31.

ST-3250(600), Key 3060 - SH-55 & Middleton Road, Canyon County. Low bidder: Idaho Sand & Gravel Company, Inc., Nampa, Idaho - \$131,010.05.

STM-84-4(505), STKP-4548 & STKP-4570, Keys 4548, 4079 & 4698 - Sublett-Sweetzer (EBL), US-30 near Murtaugh, & Jct. I-84 & SH-27, near Burley; Cassia, Twin Falls and Minidoka Counties. Low bidder: Twin Falls Construction Company, Inc. - \$288,846.60.

STM-5116(628), STM-5101(517) & STM-5131(507), Keys 4397, 4399 & 4398 - Bonners Ferry-Canada, 3 Mile Junction-Moyie Springs, & 3 Mile Junction-Canada, Boundary County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$439,530.00.

F-IR-3112(043), Key 1739 - Keithly Creek Bridge, North of Midvale, Washington County. Low bidder: Western Construction, Inc., Boise, Idaho - \$824,887.62.

ST-5110(605) & STKP-1547, Keys 5006 & 4728 - Marsh Hill to Hangman Creek & Plummer, Benewah County. Low bidder: Poe Asphalt Paving, Inc. - \$817,716.10.

STKP-1556 & STKP-1557, Keys 5056 & 5057 - Priest River, Lamb Creek & Sandpoint Yard, Bonner County. The project is basically loading, hauling, and stockpiling existing material. This was a new concept for the District and the engineer estimated costs too conservatively. Also, there was an error on haul, so the District and Contract Administration Section recommend awarding this bid, which was more than 25 percent under the engineer's original estimate. The Board agreed with the recommendation to award the contract. Low bidder: Wood's Crushing & Hauling, Inc., Sandpoint, Idaho - \$75,300.00.

STM-5110(606), Key 5047 - Bonners Ferry-South Hill, Boundary County. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$250,430.00.

STM-3271(589) & STM-3882(512), Keys 4502 & 4315 - Donnelly to Brundage Road and Cambridge-West; Valley, Adams and Washington Counties. Low bidder: Nelson-Deppe Inc., Nampa, Idaho - \$443,608.00.

STM-3291(570), STM-3112(582), STM-3111(544), STM-3251(502) - Keys 4500, 4323, 4321, 4319, Bad Bear Camp-North, Midvale Hill, Jct. 55 & 95 North, Marsing & Karcher West; Boise, Washington, Owyhee, and Canyon Counties. Low bidder: Kloepfer, Inc., Paul, Idaho - \$389,889.71.

STM-4114(621), STM-4110(604), STM-4110(603), STM-4780(600), STM-4704(600) & STM-4200(601), Keys 4360, 4879, 4872, 4873, 4874, & 4876, District 2 seal coats; Latah, Nez Perce, Clearwater, Idaho and Lewis Counties. Low bidder: Poe Asphalt Paving Inc., Clarkston, Washington - \$517,769.00.

IR-84-2(204)61, Key 3236 - East Boise POE, Ada County. Low bidder: Nelson/McAlvain Construction J V, Boise, Idaho - \$5,810,064.85.

STKP-2542, STKP-2536, STKP-2539 & STKP-2541, Keys 4725, 4369, 4722 & 4724 - Bald Mountain, Bovill, Moscow & Fleming; Idaho and Latah Counties. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$589,610.00.

STKP-1546 & STKP-1555, Keys 4588 & 5055 - Mullan & Osburn, Shoshone County. Low bidder: Palouse Asphalt Paving Company, Inc. - \$335,955.00.

Out-of-State Trip Report. The Board reviewed the travel requested and had no questions or comments.

WHEREUPON, the meeting recessed at 5:30 PM.

July 15, 1991

The Western Association of State and Transportation Officials (WASHTO) conference officially began at 9:00 AM on July 15, 1991 in Bellevue, Washington. Board members attended the opening general session on public relations and then a committee session on media relations.

Vice Chairman Smith arrived July 15, 1991 and participated in the remaining activities.

The Board members also met with their counterparts and tentatively arranged for joint meetings with Montana and Utah.

July 15, 1991

WHEREUPON, the daily schedule ended at 5:00 PM.

July 16, 1991

The Western Association of State and Transportation Officials (WASHTO) conference continued on July 16, 1991 in Bellevue, Washington. Board and staff members attended committee sessions on environmental impacts, wetland mitigation, and Public Transportation Manager Reyna's discussion of public transportation issues.

During the afternoon, the Board members toured the Boeing facility at Everett, Washington.

WHEREUPON, the day's activities concluded at 4:00 PM.

July 17, 1991

The Western Association of State and Transportation Officials (WASHTO) conference continued on July 17, 1991 in Bellevue, Washington. Board and staff members attended committee sessions on cold in-place recycling projects, Traffic Survey Manager Hamrick's speed on traffic data, and Public Information Officer Stratten's presentation on the new public hearing process.

Program Control Manager Mickelson received the Dr. L. I. Hewes Award during lunch.


Atlanta Bridge Emergency Allocation of Funds, BROS-2000(100), Key 5116. This spring, the Atlanta bridge was washed out, leaving the community of Atlanta isolated. Alternate routes were opened, but they cannot be kept open during the winter. The Governor has declared the area an emergency status.

The Mountain Home Highway District has requested funding to replace the bridge. The estimated cost of replacement is \$150,000, with the Highway District agreeing to pay the local match of available federal funds, anticipated to be 20 percent. Without objection, the Board approved \$120,000 of Critical Bridge funds for this project and requested staff to pursue the possible acquisition of emergency relief funds.

Salary Adjustment for Deputy Director. The Board reviewed the recommendation and asked the Director to contact the Personnel Commission and have the position point factored in order to determine salary level.

July 17, 1991

WHEREUPON, the Board agenda was officially completed at 11:30 AM.


 JOHN X. COMBO, Chairman
 Idaho Transportation Board


Read and Approved
August 15, 1991
 Twin Falls, Idaho

SUPPLEMENT TO THE JULY 1991 MEETING OF THE
 IDAHO TRANSPORTATION BOARD

July 30, 1991

Through telephone contact with Board Chairman John Combo and Member Marion Davidson on July 30, 1991, the Executive Assistant to the Board obtained approval to:

Award the contract on STKP-1558, Key 5058, Spirit Lake, Kootenai County. The low bid was more than ten percent over the engineer's estimate. The project changed from load, haul, and stockpile to screen, load, and haul stockpile after advertising, causing the difference in estimates. Therefore, award of the contract to Wood's Crushing & Hauling, Inc., Sandpoint, ID, for \$101,000.00 was recommended because the revised District's estimate brings the bid within 95% and because of the need for this sanding material.


 JOHN X. COMBO, Chairman
 Idaho Transportation Board

Read and Approved
August 15, 1991
 Twin Falls, Idaho

July 17, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 14-17, 1991

On August 14, 1991 the following people left Boise at 10:00 AM and traveled SH-21. Enroute they stopped at the Warm Springs Airport.

John X. Combo, Chairman - Region 1
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Leroy Meyer, District 3 Engineer
Harry Merrick, Member, Aeronautics Advisory Board

At the Stanley Airport, District 3 Engineer Meyer returned to Boise and District 4 Engineer Thomas plus Assistant District 4 Engineer Carpenter joined the group. From Stanley the tour continued on SH-75 to the Smiley Creek Airport. The caretaker provided a tour of the facilities. Chairman Combo asked if the District's maintenance crew could upgrade the dirt road and bridge to the state-owned airport. Jurisdiction of the road and bridge will be identified and use of District resources determined.

The tour continued on SH-75 to Ketchum.

Delegation - Blaine County Representatives. Commissioner Alan Reynolds and Planning and Zoning Commission Member Len Harlig met with the Board members and staff to discuss widening of SH-75 to accommodate existing traffic. Their difficulty, they said, is in visually displaying to the local residents what a four-lane facility would look like. Board Chairman Combo reiterated that until a project is programmed by the Board, District resources are limited. It was suggested that Blaine County might want to contact the Department of Commerce and Development for planning funds.

The tour continued to Twin Falls where the participants remained overnight.

WHEREUPON, the meeting recessed at 6:30 PM.

August 15, 1991

The Idaho Transportation Board met in regular session in Twin Falls, Idaho on August 15, 1991 at 7:30 AM in the Canyon Springs Inn. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3

August 15, 1991

Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Hugh Lydston, Deputy Director
 Judie Wright, Senior Financial Analyst - Governor's
 Budget Office
 Jeff Youtz, Budget Analyst - Legislative Budget Office

Board Minutes. The July Board minutes of the regular and special meetings were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 12-14, 1991 - Wallace and Boise
 October 24-25, 1991 - District 6
 November 14-15, 1991 - District 3
 December 12-13, 1991 - Boise

Director's Report. Director Kiebert briefed the Board on the progress of the Sandpoint north/south project.

Chairman Combo expressed concern that the proposed 1992 state legislative package had been submitted to the Governor before being given to the Board. He asked that next year the Board receive the proposals first. The Department was encouraged by the Board to continue its practice of prompt response to legislative requests for analysis, projections of results, etc. of proposed legislation. The Board requested that the Director and staff fax to the Board the purpose of proposed legislation before responding to requests from others to draft that legislation.

The Board discussed the request from Senator Blackbird to name I-90 the John Mullan Highway. The Board again agreed unanimously that it would not give special designation to a highway. A previous request had also been denied because Congress had named the entire Interstate system as the Dwight D. Eisenhower Interstate System of Defense Highways.

The Board reviewed the information on the abandonment of Union Pacific's Wallace branch line. The Idaho Public Utilities Commission will conduct an investigation and a public hearing regarding the proposed abandonment.

The Director submitted information from the Bureau of Aeronautics regarding the proposed airport revolving loan program. The Board again requested that the guidelines or criteria used to evaluate the applications be given to the Board for review. The Aeronautics Bureau Chief will be requested to supply that information.

August 15, 1991

The Board unanimously approved a five percent salary adjustment for Deputy Director Lydston effective August 1, 1991. Pending the point factoring done by the Personnel Commission, the Board would review the position again in six months.

Meeting on US-12. Vice Chairman Smith moved, seconded by Member Davidson, that Chairman Combo pursue a joint meeting with Federal Highway Administration and U.S. Forest Service representatives to discuss issues of concern on US-12. Motion carried.

Delegation - Crossroads Plaza Project, US-93 North of I-84. The developer and consulting engineer asked for state assistance in widening US-93 north of the I-84 intersection to just past the entrance to the new Crossroads Plaza truck stop. Board Chairman Combo indicated that it has been the Board's policy to seek support from the developers in cases such as this. The developer offered to contribute engineering work (approximately \$28,000) and agreed to have the project designed to state standards.

The Board unanimously agreed to program a \$400,000 state-funded project for this highway widening job.

Delegation - Perma-Zyme Base Stabilizer Product. Eugene Nutsch showed a video explaining the benefits of his product. Several local highway districts in Idaho and Utah are using the stabilizer and find it satisfactory for their needs.

Board Chairman Combo accepted the video and additional information and indicated that the Materials Engineer in Boise would evaluate the product and make a recommendation on its use within ITD.

Deputy Director's Report. Deputy Director Hugh Lydston briefed the Board on hiring or advancement discrimination.

Two years ago this was a high priority issue for the Board, causing the Department's Civil Rights Section to intensify its efforts in this area. The leadership issue is being addressed through several types of survey strategies. The surveys have resulted in training courses and changes in supervisor/employee relations, goals, priorities, performance plans, and customer service training academies. The training courses will be ongoing and will reflect the results of employee surveys.

Executive Management evaluations have not been made since 1986 but are planned as the final step in completing the management and supervisor assessments.

Department Efficiency and Waste. In 1984 the Idaho Legislature passed Senate Concurrent Resolution SCR117 calling for an independent evaluation of the state's program

of improving, maintaining, operating and administering the state's highway system. Because they did not provide funding, the Board authorized the review at a cost of \$30,000 and selected the Highway Users Federation to perform the review.

The Department made a major effort to address the deficiencies identified in the review's Major Findings and Recommendations. It continues to monitor those findings in making improvements to the organization and function.

Performance Outcomes and ITD's Strategic Plan. The Board reviewed the draft Strategic Plan. This plan provides the framework for the "performance outcomes" as well as the mission and goals of the Department. Adjustments will be incorporated into the plan and copies sent to the Board for approval prior to the September Board meeting.

The Board asked that the areas of aviation, rail, public transportation and water be addressed in the performance outcomes and then submitted to the Governor.

Suggested Topics for the Governor's "View from the Capitol" Column. The Governor's press secretary requested draft ideas for use in a weekly column. A list of suggested topics affecting ITD was reviewed with the Board. Additional areas were included. Deputy Director Lydston will coordinate the proposed articles being submitted to the Governor.

Travel Report. Hugh Lydston briefed the Board on procedures for both in-state and out-of-state travel.

Each year Section Supervisors submit out-of-state travel requests. The Director, Deputy Director and State Highway Administrator review and evaluate these requests based on the merits of necessity for the Department. They agree on a Department total and Bureau/District allocations for the coming year. If necessary, the Bureau Chiefs and District Engineers make travel cuts to fit the allocations. If unforeseen trips are required, the estimated trips are reduced by the Bureau or District to remain within the travel allocations.

In-state travel is not estimated or budgeted. Section Supervisors must approve the travel at their discretion.

Aeronautics News Release Plan. Department staff prepared a list of suggested news release items to inform the general public of the services, missions and goals of the bureau.

The Board recommended the airport grants article be submitted by the appropriate Aeronautics Advisory Board Member rather than the local airport manager. The Board also suggested including an article on air courier activities.

August 15, 1991

Noting these changes, the Board approved the aeronautics news release plan.

Request to Board of Examiners. Three requests were made to the Board of Examiners during Fiscal Year 1991. All three items were approved, including: (1) pay 148.0 hours of compensatory time for four ISDP employees in August; (2) pay 145.5 hours of compensatory time in October for employees in ISDP, and (3) extend time for reimbursing realtor fees until January 1, 1992, for Patrick Lightfield. Mr. Lightfield was transferred at Department request from Grangeville to Lewiston in September 1982. The employees in items one and two were involved in the federally mandated Commercial Drivers License Program.

Repeal of Rules 39.B.21, Audit of Highway Use Fees and 39.B.29, Commercial Vehicle Quarterly Reports and Penalties. Rule 39.B.22, Mileage Use Fee Administration, has been combined with two other rules (39.B.21 and 39.B.29) and the new multiple weight reporting requirements were added to reflect changes in legislation. Upon final adoption of Rule 39.B.22, the Board authorized the repeal of Rules 39.B.21 and 39.B.22.

Exempt Plate Program. The Board approved the fee changes for exempt plates for public agencies as follows: \$13.00 per set of plates plus the actual cost (\$15.00) to produce personalized set of plates.

Repeal Rule 39.B.72, Special Operator's License for Persons Age 14 to 16 Years Old. With the passage of SB1187 deleting the definition of "Special Class D" driver's license (covered in Rule 39.B.72), the Board approved repealing this rule.

Repeal Rule 39.B.74, Restricted Nighttime Driving Permits for Persons Age 14 to 16. Without objection, the Board approved repealing Rule 39.B.74, because SB1187 provides issuance of a license to persons 15 and 16 years of age under certain conditions.

Addition of Lakeside Avenue in Coeur d'Alene to the State Highway System. A Relinquishment and Maintenance Agreement covering the shift of I-90 Business Route in Coeur d'Alene from Sherman Avenue to Lakeside Avenue was signed in June 1991. The city desires to develop the Sherman Avenue corridor through the downtown shopping district as a pedestrian-oriented zone. The public is best served by transferring the designation of Interstate 90 Business Route from Sherman Avenue to Lakeside Avenue.

Without objection, the Board approved and signed the official minutes adding Lakeside Avenue to the State Highway System shown in Exhibit 32, which is made a part hereof with like effect.

Addition of Newly Constructed Section of US-95 in Moscow to the State Highway System. The new alignment on the Moscow Couplet opened to traffic in July 1991 and now carries US-95 traffic. A Cooperative Maintenance Agreement signed in 1981 and a Cooperative Agreement dated April 25, 1991, gives the city of Moscow responsibility for the former section of US-95.

The Board approved and signed the official minutes adding US-95 in Moscow to the State Highway System shown in Exhibit 33, which is made a part hereof with like effect.

Proposal to Designate Portion of SH-200 as a Scenic Route. After reviewing staff recommendations to designate SH-200 as a scenic route, from the junction of US-95 to the Idaho/Montana state line, the Board approved this proposal.

Sandpoint Railroad Relocation Project. The Board previously approved an alignment for the Sandpoint railroad relocation project which was then put on hold because of potential chemical contamination problems and right-of-way acquisition issues. The two railroads, Union Pacific and Burlington Northern, agreed to revise the project.

The Board approved the revised project so that contract negotiations, revision of the Environmental Assessment and other rail project development activities can proceed.

St. Maries River Railroad Rehabilitation Project, STMA-91-1. Without objection, the Board approved \$544,218 to continue this rail rehabilitation project.

Previously, the Board has approved project expenditures for Phases I-VIII of this project. ITD received a federal grant of \$380,953 for Fiscal Year 1991. The major items of work are rail relay and crosstie renewal.

Right-of-Way Use Permit, 06-91-128, Project S-6742(4), US-26B. Mr. D. Earl Hunter and the Church of Jesus Christ of Latter-day Saints have requested a joint use approach.

Without objection, the Board approved and signed the quitclaim deed for the joint use approach.

Right-of-Way Use Permit, 3-92-003, Project S-3754(4) SH-45. Mr. Ercil R. Bowman has requested to relocate and widen an existing 20-foot field and residential approach to a 30-foot residential approach from the Jay Williams property.

Without objection, the Board approved and signed the quitclaim deed for a 30 foot approach for Mr. Bowman

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

August 15, 1991

ST-15-1(524)0, Key 5023 - Utah State Line-Deep Creek Interchange, Oneida County. Low Bidder: Highway Services, Inc., Rogers, Minnesota - \$1,663,670.55.

IR-4113(090), M-7254(003) and ST-4110(601), Keys 4179, 3875, 4752 - Lawyers Canyon Paving, "5th and Preston and 21st and Main"; Idaho, Lewis and Nez Perce Counties. Low Bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,302,232.00.

STM-3290(603), Key 5034 - Lowman-Banner Summit, SH-21 Guttering; Boise County. Low bidder: Universal Construction Inc., Emmett, Idaho - \$72,432.80.

STKP-1548, STKP-1549 and STKP-1550, Keys 4729, 4730 and 4731 - St. Maries, Santa and Clarkia; Benewah and Shoshone Counties. Contract Administration and the District recommend accepting the low bid, which was 74 percent of the engineer's estimate. The district reviewed the estimate and discovered an error for haul. After adjusting this cost and adding mobilization, the apparent low bidder would be 96% of the estimate. The Board agreed with the recommendation to award the contract. Low Bidder: Suebert Excavators, Inc., Cottonwood, Idaho - \$435,225.00.

IR-90-1(182)21, Key 5079 - Wolf Lodge to 4th of July Summit, Kootenai County. Low Bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$348,452.70.

ST-1721(600) and STM-1701(533), Keys 4614 and 4346 - American Falls Business Loop and Harrison St.-Pocatello Ave.; Power County. Low Bidder: Hunziker Construction Company, Pocatello, Idaho - \$250,969.70.

STKP-3642 and STKP-3643, Keys 4327 and 4328 - Orchard and Simco; Ada and Elmore Counties. Low Bidder: Western Construction Inc., Boise, Idaho - \$104,800.00.

HES-3271(049), Key 3559 - Banks - Smith Ferry, Valley County. Low Bidder: Alexander-Martin, Inc., Jerome, Idaho - \$441,622.33.

ST-15-3(518)185 and STKP-6695, Keys 5024 and 4529 - Stoddard Creek Interchange - Montana State Line and Dubois Yard, Clark County. Low Bidder: Gordon Paving Company, Inc., Burley, Idaho - \$743,798.80.

STM-2392(576) and STKP-4563, Keys 4544 and 4530 - Bellevue-Hailey and Stanton Crossing, Blaine and Camas Counties. Low Bidder: Nelson Construction Company, Boise, Idaho - \$670,782.50.

ST-7231(601), Key 4756 - Green Triangle, Pocatello, Bannock County. Low Bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$463,515.05.

UST-21100, UST-22200, UST-21300, UST-21400 and UST-21900, Keys 4886, 4884, 4885, 4887 and 4888 - Potlatch, Bovill, Deary, Kendrick and Reeds Bar; Latah and Idaho Counties. Low Bidder: Dale's Service Company, Boise, Idaho - \$217,677.85.

ST-15-2(512)73, Key 5022 - Junction I-86-Fort Hall Interchange, Bannock County. Low Bidder: Intermountain Slurry Seal, Salt Lake City, Utah - \$203,378.20.

ST-7786(600), Key 5046 - Main and Second West, Rexburg; Madison County. The District recommended rejection of this bid and does not recommend it be readvertised. The lowest bid was 195 percent of the engineer's estimate and the District found no justification for increasing the original estimate significantly. The District would like to construct this project next year using local, state and city forces and believes it could be built at a savings to both the city and the state. The Board concurred.

STKP-1553, Key 4734 - Bonners Ferry and Copeland Junction, Boundary County. This project was previously bid. Again, only one bid was received and it was 129 percent of the engineer's estimate. Because the district is short of sanding material at these two locations and the material is needed for the upcoming winter, the District recommends the contract be awarded. The Board agreed to award this contract to Wood's Crushing and Hauling, Inc., Sandpoint, ID - \$183,900.00

Highway Access Control Map. Staff presented the updated rural highway access control map, in accordance with Board Policy B-12-15. Without objection, the Board approved the updated access control map.

Recommended Roadway Widths Map for Rural Highways. Department staff presented the updated recommended roadway widths map for rural highways in accordance with Board Policy B-14-02. Member Davidson believed that US-95 between Sandpoint and Bonners Ferry should be shown as four lanes. The staff will review that route and make a recommendation at the following Board meeting.

Authorization to Initiate Negotiations on Parcel No. 117, Project IR-84-2(1)50, Key 2521. In concurrence with staff and the Chief of Highway Operation's recommendation, the Board gave approval authorizing initiation of negotiations in excess of \$100,000 and granting additional authority to settle within 10 percent of the reviewed fair market value, if necessary.

Out-of-State Trip Report. The Board reviewed the travel requested and had no questions or comments.

August 15, 1991

Lunch with Greater Twin Falls Area Transportation Study Committee. The Board and staff lunched with the committee members and saw a video depicting the traffic congestion on Blue Lakes Boulevard (US-93). The committee asked that the Board consider an alternate route heading west on Pole Line Road and then south to connect with US-93 south.

Chairman Combo acknowledged the problem and indicated the Board would look at the areas that afternoon on tour.

Tour of Twin Falls Area Projects. The Board and staff drove Blue Lakes Boulevard, the new proposed truck route, Singing Bridge, Buhl Airport and Clear Lakes Grade.

WHEREUPON, the Board meeting recessed at 6:00 PM.

August 16, 1991

The regular meeting and District 4-5 tour by the Idaho Transportation Board and staff reconvened at 7:15 AM on August 16, 1991 in Twin Falls, Idaho. The group traveled from Twin Falls to Burley via US-93 and I-84.

Delegation - Burley Highway District regarding 500 South Road. The Highway District's attorney and engineer briefed the Board on the status of 500 South Road, second phase. The Highway District continues to urge completion of the last four miles of the project. The Board members understood the project need and indicated they would tour the project that morning.

Delegation - Burley Mayor regarding Overland Bridge. The Mayor urged the Board to approve a project to widen the bridge to accommodate current traffic levels. Several new businesses in the area have added to the increased traffic. State Highway Administrator Green said the bridge does not qualify for Critical Bridge program so it would be difficult to fund the improvement from any of the other categories that have limited funding.

The Board acknowledged the request from the Mayor, former Governor Evans, and representatives from the sheriff's office and fire department. Board Chairman Combo indicated he and the other two members would consider the request during the September program review and advise the Mayor of any change in the status of the bridge.

Tour of District 4/5. The Board and staff plus several area residents traveled SH-27 south and then on 500 South Road, and SH-77 to I-84. From there, the transportation officials continued on I-84 and I-86 to Coldwater Hill rest area. DE Thomas and ADE Carpenter left the tour and returned to Shoshone. DE Frank and ADE Brown joined the tour and the group traveled to Pocatello via I-86.

August 16, 1991

Lunch with Pocatello Airport Manager Nelson and Aeronautics Advisory Board Chairman Pete Hill. The Board and staff heard the airport manager describe activities at the municipal facility. He believed that state funding should be used for smaller airports and also suggested that some air carrier airport commissions may opt to loan their annual allocation to another airport so that a larger, long-term project can be completed. He urged the state to be an advocate for an effort to provide four-year aviation education programs at state universities or colleges.

The tour continued on I-86 to Pocatello. Projects at Olympus drive and at the Green Triangle were viewed. After arriving at the District 5 office, Board members met informally with employees at their work stations.

Delegation - Pocatello Mayor regarding Olympus Drive Project. Mayor Angstadt expressed pleasure with the District's administration of the project. He believed the weekly information meetings for the public contributed greatly to relieving property owners' anxiety and concerns. The access problem is being addressed by the city. District Engineer Frank indicated the second phase of the project scheduled in FY92 would make the project fully functional.

Horseshoe Bend Hill Dedication, SH-55. State Highway Administrator Green advised the Board that the ribbon cutting had been coordinated with Governor Andrus, State Treasurer Edwards and Senator Symms and was scheduled for September 23, 1991.

WHEREUPON, the Board tour recessed at 5:30 PM.

August 17, 1991

The Idaho Transportation Board tour of District 5 resumed at 7:20 AM on Saturday, August 17, 1991 in Pocatello, Idaho.

The tour members traveled on I-15 to McCammon and noted that the old overpass had been removed and the entrance into the city had been completed. From McCammon, the group drove on US-30 to Lava Hot Springs. District Engineer Frank described the pending project to improve Main Street using a combination of funding from state, county and local sources.

After Lava Hot Springs, the tour continued on US-30 to Soda Springs. Senator Hansen was unable to meet with the Board but suggested that US-30 and SH-34 needed improvement. Both areas of concern were reviewed.

From Soda Springs, the Board and staff drove on US-30 to Montpelier.

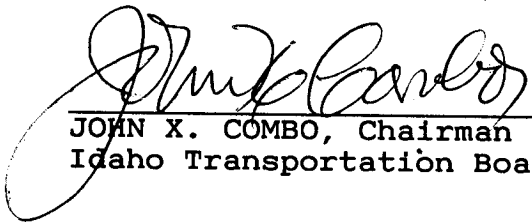
August 17, 1991

Delegation - Bear Lake County Commissioner Law regarding Area Projects. Commissioner Law appreciated the Board's recent approval of the project to improve the intersection of US-89 and SH-61 at the Geneva junction. A local newspaper reporter accompanied the Board, Commissioner Law and staff on an on-site review of the project. DE Frank suggested that the short segment from that junction to the Wyoming State Line should be improved as long as construction forces were already in the area. He expected that state funding in the approximate amount of \$100,000 would be sufficient to complete the improvement and would certainly enhance the existing project.

After inspecting the intersection, the group continued through Wyoming and then on US-30 to a crushing operation east of Montpelier.

WHEREUPON, the tour of District 5 officially ended at the county airport at Paris at 2:15 PM.

Read and Approved
September 13, 1991
Boise, Idaho



JOHN X. COMBO, Chairman
Idaho Transportation Board

August 17, 1991

SUPPLEMENT TO THE AUGUST 1991 MEETING OF THE
IDAHO TRANSPORTATION BOARD

September 4, 1991

Through telephone contact with Board Chairman John X. Combo and Board Member Marion Davidson on September 3, 1991, the Executive Assistant to the Board obtained approval to:

Award the contract on ST-7343(600), Key #5017, Main Street Bridge Repair, Boise, Ada County. The low bid was more than 10 percent over the engineer's estimate. The District's analysis shows higher bids on items relating to partial removal of existing concrete decks by mechanical methods.

The District feels the historical data for preparing the engineer's estimate is lacking and should be substantially higher for these items. This lack of estimating data and the short completion time, causing an increase in labor costs, shows a 10 percent to 15 percent increase in bid prices. Therefore, award of the contract to Idaho Construction Company, Inc., Kimberly, ID for \$235,795.05 was recommended because the project is critical to the connector project.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
September 13, 1991
Boise, Idaho

September 4, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 12-14, 1991

The following people met at the Aeronautics Conference Room in Boise, Idaho on September 12, 1991 at 9:00 AM for the regular Board meeting:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Chief of Aeronautics Miller briefed the Board on Aeronautics activities. Chairman Combo asked if the Bureau works actively with airport authorities regarding zoning to preclude obstacles or settlement in the airport environment. Bureau Chief Miller will review activities to determine if a more active role is needed. In discussing the aerospace science curriculum at Boise State University, Chairman Combo suggested that the Pocatello Airport Manager be advised of the recent developments. The Board encouraged the purchase of Henry's Lake Airport. Draft copies of the consultant's aircraft pool study will be distributed to the Board members.

The group flew to Kellogg then drove to Wallace to attend the I-90 dedication. With the opening of the Wallace viaduct, the last stoplight on I-90 between Boston and Seattle was removed.

Board Member Davidson joined the group in Wallace, where they spent the night.

September 13, 1991

The Board reconvened at noon in Boise, Idaho after flying back from Kellogg. All members were present.

Board Minutes. The August Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 24-25, 1991 - District 6
November 14-15, 1991 - District 3
December 12-13, 1991 - Boise

September 13, 1991

Director's Report. The Director reported on the status of the Sandpoint North/South project.

The Board reviewed the Valbois Traffic Impact Study. Traffic on SH-55 is expected to increase substantially with or without the development of the Valbois Resort. This item will be discussed in future Board meetings.

The widening project on SH-8 in Moscow is on hold until the City confirms it can obtain right-of-way from the railroad. The City wants widening to occur on the south side of SH-8 so that landscaping in the north can be retained. There is sufficient existing right-of-way on the north side to complete the widening without additional purchase, according to District Engineer Clayton.

The Employee Opinion Survey, initiated by the Board, was reviewed. The Board gave approval for the Training Section to proceed with the survey.

Special Recognition. ITD's Highway Capital Improvement System was named the Outstanding Planning Project for 1991 by the Western Central Chapter of the American Planning Association. Ray Mickelson will accept the award at a luncheon in Idaho Falls in October.

State Highway Administrator Keith Green has been named as the AASHTO Committee on Highway's non-voting liaison to the new AASHTO Committee on Environment.

Agreements and Contracts for Outside Services. Agreements and contracts for professional and general services amounted to \$4,136,864.53 during FY91. Fewer consultants were hired to do major projects during the past year, causing an overall decrease compared to FY90.

Annual Employee Training Report. Employee classroom hours totaled 82,009 in FY91. This is a three percent increase from the hours in FY90. Training expenditures are .9 percent of overall expenditures and 2.9 percent of the salary and benefits expenditures. Business and industry training costs are typically 1.5-2 percent of total expenditures and 6-10 percent of salary expenditures.

State Highway Administrator's Report - Status Report of Eagle Alternate Route Mitigation Plan Committee. The committee met four times in July and August. The committee drafted a report with recommendations on wetlands, wildlife protection, natural preservation, greenbelt pathway, river access parking and noise.

The proposed mitigation area between the Eagle Alternate Route and the Boise River was discussed by the Board. A public information meeting is scheduled on October 3 to present the Mitigation Committee's recommendations and receive input on the proposed efforts.

September 13, 1991

Atlanta Bridge Emergency Replacement, BROS-2000(100), Key 5116. In July 1991, the Board approved \$150,000 in funding through the Bridge Replacement Program for the Atlanta Bridge, with the locals providing a 20 percent match. The Forest Service and Department staff have been working together on developing plans for the bridge. The current estimate of cost is \$373,000. Mountain Home Highway District is requesting that the Bridge Replacement funds be increased to cover this cost, and they will provide the local match. Without objection, the Board approved additional funds to cover the estimated cost of this bridge.

Jct. US-89 to Wyoming State Line, SH-61. District 5 has requested an additional State-funded project in the amount of \$103,000 for FY92. This project would widen and resurface SH-61 from the junction of US-89 to the Wyoming State Line and would be a companion project to the US-89 reconstruction projects (keys 1479 and 3518) scheduled for FY92 in the Federal-aid Primary Program.

Without objection, the Board approved the state-funded project on SH-61 for \$103,000.

Revised Board Policy B-09-06, State Highway Removals and Additions. The 1990 Centennial Legislature enacted Section 40-203B, Idaho Code, requiring ITD to obtain the consent of the local jurisdiction before it may abandon or assume control of a highway.

Staff proposed an amendment to Board Policy B-09-06 that provides for designation of a class of "Local Service Highways" that, while remaining on the state highway system, would be visually indistinguishable from the local highways except for the presence of state highway maintenance crews and their vehicles. Maintenance activities would be adjusted such that the state's maintenance activities would not exceed that of adjacent local highways.

Without objection, the Board approved and the Chairman signed Board Policy B-09-06, State Highway Removals and Additions.

Urban Mass Transportation Administration (UMTA) Section 8 Grant, #ID-08-8015. The Public Transportation Section requested Board approval to execute and implement the 1991 UMTA Section 8 grant for transit planning and technical assistance.

Without objection, the Board approved the execution and implementation of 1991 UMTA Section 8 Grant, #ID-08-8015, \$60,000.

Delegation - Notus-Parma Highway District. Senator Smyser, representing the Highway District, asked the Board to consider adding Apple Valley Road onto the State Highway

System while US-95, Parma to Payette County Line, F-3111(038), Key 2626, is under construction. Because the Highway District has done a lot of work on Apple Valley Road, any damage done to the road as a result of detour traffic would be expected to be repaired. Traffic has increased recently on this road and they're anticipating motorists will use this route as a detour while US-95 is being reconstructed. The Board will meet with the delegation in November when they tour District 3 and view the road.

Board Policy B-05-06, Winter Maintenance Standards. Staff presented the 1991-92 Winter Maintenance Standards in accordance with B-05-06. The recommendation was to retain the same winter maintenance standards approved by the Board for 1990-91, with the exception of those routes that are now designated as Low Volume State Highways, which will be maintained at a level commensurate with adjacent local jurisdiction routes.

Without objection, the Board approved the recommended 1991-92 Winter Maintenance Standards.

Revised Roadway Width Map. At the August meeting, Member Davidson asked staff to review US-95 between Sandpoint and Bonners Ferry to see if it warranted four lanes. Staff recommends revising the Roadway Width Map to reflect four lanes.

Without objection, the Board approved changing US-95 between Sandpoint and Bonners Ferry to four lanes on the Roadway Width Map.

Supplemental Engineering Agreement No. 6, Projects F-5121(44)/F-5121(19), Keys 4178 and 717, Thama-Wrenco Loop/Wrenco Loop-Dover. When the Consultant prepared his original proposal for these projects, the line and grade had not been established, so the estimate had to be based on numerous assumptions. Additional work is now necessary to continue the project's design.

Without objection, the Board approved the Supplemental Engineering Agreement No. 6 in the amount of \$40,196.00 with H.W. Lochner, Inc.

Executive Session. The Board went into Executive Session to discuss negotiations on real estate parcels.

Authority to Initiate Negotiations in Excess of \$100,000. The Board came out of Executive Session and approved initiating negotiations in excess of \$100,000 for the following:

1. Parcel No. 129, Project IR-F-5116(71), Key 4458, US-95
2. Parcel No. 85, Project IR-84-1(013)33, Key 3214, I-84
3. Parcel No. 18, Project F-4110(101), Key 5004, US-95

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STKP-6693, Key 4527 - Sugar Yard, Madison and Fremont Counties. The District and Contract Administration Section recommend awarding this bid, which was 56 percent of the engineer's estimate. The District feels the engineer's estimate for aggregate for road mix was too high. Also, the low bidder is a reputable contractor and has worked in the source before, so his knowledge of mobilization and producing product in this source could explain the low cost for his bid. Low Bidder: J.K. Merrill & Sons, Inc., Pocatello, Idaho - \$49,900.00.

ST-4201(603), ST-4170(604), ST-4800(601) and ST-4110(607), Keys 5011, 5009, 5010 and 5012 - Lenore Bridge Turnbay, Jct. SH-3 and SH-99 Kendrick, Ridgeview Turnbay East of Moscow and Jct. US-95 and SH-8 Moscow; Nez Perce and Latah Counties. Low Bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$429,696.60.

ST-2390(612) and ST-2390(610), Keys 4772 and 4761 - Blue Lakes Boulevard North and Caswell Ave and North Five Points, Twin Falls; Twin Falls County. Low Bidder: P.M.F. Inc., Twin Falls, Idaho - \$182,158.20.

STKP-6692, Key 4526 - Ashton Yard, Fremont County. Low Bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$141,355.00.

STKP-6694, Key 4528 - Mud Lake Yard, Jefferson and Clark Counties. Low Bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$128,756.00.

ST-5180(600), Key 5008 - Ramsey Road Turnbays, West of Rathdrum, Kootenai County. Low Bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$75,904.42.

IR-15-3(075)118, Key 3830 - Broadway and John's Hole IC Structures, Bonneville County. The District requested rejection of this bid because the bid prices for partial removal of deck by hydrodemolition were too high. The District recommended readvertising this project and revising the specifications to allow mechanical grinding of the deck as an alternate. The Board concurred to reject, redesign and readvertise this project.

ST-84-2(521)128, Key 5020 - Snake River Bridge - Bliss POE (eastbound lane), Gooding and Elmore Counties. The low bid was more than ten percent over the engineer's estimate. The high bids were due to the small quantity of plantmix and the September 30, 1991 completion date. The Board concurred with Contract Administration and the District's recommendation to reject and readvertise this project.

ST-6500(601), Key 4757 - Four Miles West of Wyoming State Line, Bonneville County. The low bid was more than ten percent over the engineer's estimate. The District recommends canceling the bid and readvertising in the spring because the engineer's estimate for a couple of items was erroneous and because of the October 15 deadline to complete the work. The Board agreed to reject and readvertise this project.

Out-of-State Travel Report. The Board reviewed the travel requested and had no comments or questions.

Delegation - Mayor of Riggins and Constituents. The delegation joined the Board for the discussion of the Critical Bridge Program of the FY92-96 program update. The Goff Bridge, Project BRF-4113(078), Key 2836 is currently programmed for FY95. Mayor Barton will be notified if it is changed in the program. State Highway Administrator Green assured the delegation that the bridge remains in safe condition.

Review of the Highway Development Program Update for FY92-96 and Preliminary Development. Ray Mickelson provided an overview of the Highway Development Program. The best estimate of available funding in FY92 under a new highway act is approximately \$95.0 million, a 35.0 percent increase in funding over FY91. Authorizations could reach \$140.0 million by FY96.

The staff has therefore assumed a \$95.0 million annual funding level from FY92 through FY96, but recommended enough new projects in Preliminary Development to reach the \$140.0 million funding level.

Discussion followed on the Hazard Elimination Program. No decisions were made, pending review of the rest of the programs.

The meeting recessed at 5:45 PM.

September 14, 1991

The Transportation Board meeting reconvened at 8:15 AM on Saturday, September 14 at the Transportation Building in Boise, Idaho. All Board members were present.

Removal of Section of US-95 from State Highway System. In July 1991, new alignment of US-95 in Craigmont opened to traffic. A Road Closure and Maintenance Agreement dated May 1988, gives the City of Craigmont responsibility for the former section of US-95.

The section of former US-95 running through the City of Craigmont has been designated US-95 Business. SH-72 has been

September 14, 1991

extended over a portion of the business route to join the reconstructed US-95.

The Board approved these changes to the State Highway System. The decision is shown in Exhibit 34 which is made a part hereof with like effect.

Recommended Highway Development Program for FY92-96 and Preliminary Development. The program review continued with some adjustments recommended by the Board.

Without objection, the Board approved the FY92-96 Highway Development Program, subject to review and modification after Congress passes the new Federal Highway Transportation Act. The Preliminary Development Program will be reviewed again and acted on at that time.

The approved programs are shown in the following exhibits which are made a part hereof with like effect:


- Interstate 4R, Exhibit 35
- Primary, Exhibit 36
- Secondary, Exhibit 37
- Urban, Exhibit 38
- Critical Bridge, Exhibit 39
- Hazard Elimination, Exhibit 40
- Rail-Highway Crossings, Exhibit 41

US-20 Hearing, F-6423(006), Key 0385. The Board viewed the video tape that was shown to the public at the US-20 hearing in Idaho Falls on August 22. The Hearing Officer mentioned that many favorable comments on the new hearing process were received.

Revision to Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. Right-of-Way Manager Leonard Hill drafted a change to the Board policy that reflects the authority to pay up to ten percent over the fair market value. The Board deferred this item until the December meeting.

WHEREUPON, the Board meeting adjourned at 2:25 PM.

Read and Approved
9/25, 1991
 Boise, Idaho


 JOHN X. COMBO, Chairman
 Idaho Transportation Board

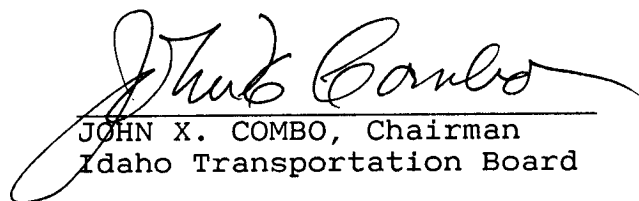
September 14, 1991

SUPPLEMENT TO THE SEPTEMBER 1991 MEETING OF THE
IDAHO TRANSPORTATION BOARD

September 23, 1991

Through telephone contact with Board Chairman John X. Combo and Vice Chairman Leon E. Smith, Jr., on September 23, and October 2, 1991, 1991, Chief Legal Counsel Trabert obtained approval to:

Accept an offer of settlement on I-184-1(5)4, Key 2763, parcels 4, 6, and 31; State versus Udell, in the amount of \$336,000 and conveyance of the remainder of the Southwest Hide Company property, an effective offer of \$357,000.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
9/25, 1991
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1991 MEETING OF THE
IDAHO TRANSPORTATION BOARD

October 7, 1991

Through telephone contact on October 7, 1991, Board Chairman John X. Combo and Vice Chairman Leon E. Smith, Jr., approved the preliminary budget the Department submitted to the Division of Financial Management. The budget request reflects a 7.88 percent increase based on earlier discussions between the Board and the Governor when the Governor exempted ITD from his budget ceiling of five percent.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
9/25, 1991
Boise, Idaho

October 7, 1991

SUPPLEMENT TO THE SEPTEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

OCTOBER 15, 1991

Through telephone contact with Board Chairman John X. Combo, and Vice Chairman Leon E. Smith, Jr. on October 15, 1991, the Executive Assistant to the Board obtained approval to:

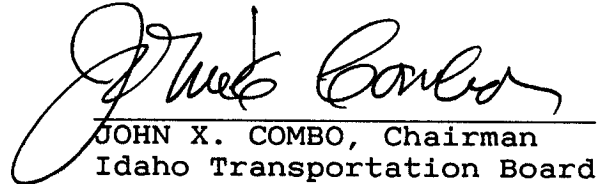
Extend the Aeronautics aircraft pool study to the consultant by \$4,500 to cover the following:

Provide information on appropriate scheduled maintenance program and parts inventory for candidate aircraft.

Provide historical information regarding industry experience with the airframe/engines on the candidate aircraft.

Define/recommend lease period and available options for contracts during lease and at expiration.

Provide estimate of monthly lease costs for candidate aircraft, including engine reserves.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and approved
9/25, 1991
Boise, Idaho

October 15, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

OCTOBER 23-25, 1991

October 23, 1991 - 3:30 PM

Chairman Combo, Director Kiebert, State Highway Administrator Green, District 6 Engineer Ross and staff met with members of the Central Idaho Rockies Association in Challis on October 23, 1991. The delegation included two USFS employees from the Sawtooth National Recreation Area and a Fish and Game employee from Stanley. The Association representatives asked the Board Chairman to consider improvements on SH-75 between Challis and Stanley. Several members cited increased recreational and commercial traffic in the area and resultant safety concerns with that mix. They asked for turnouts to accommodate recreational users.

Chairman Combo indicated that the route was in two districts. District 4 Engineer Thomas and DE Ross would jointly evaluate the request and work with the Central Idaho Rockies Association to establish some possible projects.

Chairman Combo and staff drove US-93 from Challis to Salmon where they remained overnight.

October 24, 1991

At 8:30 AM, the tour of District 6 began at the Salmon Airport. Vice Chairman Smith and FHWA Division Administrator Coe met the group at the airport. Chairman Combo acknowledged that a quorum was present and that Member Davidson was absent from the meeting and tour due to illness. This meeting is the first in five and a half years that Member Davidson was unable to attend.

From Salmon, the group drove north on US-93 to the U.S. Forest Service office. Forester Burns had arranged a tour of the Lost Trail Pass project. Several USFS staff members accompanied the group on an on-site review of the project.

After returning to Salmon and leaving the USFS office, the ITD tour members drove east on SH-28 and SH-22 to I-15 USDA sheep station thence south on I-15 to Idaho Falls; a stop was made at the Sage Junction Port of Entry to visit employees.

The tour recessed at 5:30 PM and the group remained overnight at Idaho Falls.

October 25, 1991

The meeting reconvened at 7:30 AM at the District 6 office in Rigby.

October 25, 1991

Director's Report. Director Kiebert said the Sandpoint North/South project was proceeding. Chairman Combo asked if the Draft Environmental Impact Statement had been delivered to the FHWA office as indicated on a previous flow chart. The Chairman also asked if the current schedule would allow for the Board members to make a decision on the project in March 1992 as they had promised Governor Andrus. An update on the status of the project would be given at the next Board meeting.

Several changes had been made to the proposed legislation to be introduced in 1992.

A discussion of the Aeronautics goals and functions was deferred until the November Board meeting.

The information fact sheet on the proposed Valbois resort near Cascade was discussed. The Board Chairman asked the Director to disseminate it prior to the November Board meeting when opponents of the development are scheduled to meet with the Board. Distribution of the material will be determined by the Director.

Internal Review's audit report on purchasing was reviewed. Objectives included: Identification of internal controls; testing of transactions for compliance with state purchasing rules and regulations; determining if paperwork related to purchasing could be reduced; and a preliminary assessment of physical security at maintenance sheds.

A high level of awareness of proper procedures was found in all areas of the Department, along with a desire to keep customers happy, and an effort to keep ITD's investment in inventories down. Internal Review feels efficiency in purchasing operations can be increased by supporting the P&MM section in its effort to fully automate the procurement function.

The Director informed the Board of the reappointments of Doug Westfall, Salmon and Terry McEntee, Boise to the Motor Carrier Advisory Board.

A Department working group has been established to prepare the memorandums of understanding with other state agencies. Inasmuch as the management of the other agencies will have to approve the memorandums of understanding, the entire process will require some time. The Department will encourage the other agencies to approve the memorandums at the Department Director level and will keep the Board informed of the progress.

The Director also reported that the Technology Transfer (T2) Center is expanding and may need a budget increase. These funds would be matched by federal dollars.

October 25, 1991

State Highway Administrator's Report. SHA Green said the jurisdiction of the road to the Smiley Creek Airport had not been determined but that the U.S. Forest Service operates the Sawtooth National Recreation Area. The District estimated that approximately \$7,000 would be required to improve the road and bridge to the airport. District 4 is willing to do the work. Aeronautics Bureau Chief has indicated that the Bureau had no funds available at the current time to pay for those improvements.

Mr. Green also gave a status report on the Eagle Alternate Route Mitigation Plan Committee. This Committee held a Public Information meeting on October 3, 1991. Response forms were given to the approximately 40 people in attendance and they were asked to comment on the plan. The Committee is allowing two weeks for the input forms to be returned, then the Committee will meet to consider the information received and add the input to the proposed mitigation plan.

Old/New Business. Director Kiebert reported that only one candidate for the position of Personnel Manager had met the minimum qualifications. He, therefore, recommended that Ken Wieneke be promoted to the position effective October 27, 1991.

State Highway Administrator Green reviewed the Department's appeal of the Idaho Personnel Commission's rating of the Transportation Business Manager classification. The Board strongly supported the appeal.

Director Kiebert described the status of the hill slide south of Bonners Ferry. The Board encouraged both City and County involvement in the process to find a solution to the slide. The Board will be kept apprised of the three-entity effort.

Request from the City of Kooskia for a Joint Highway Improvement Project. The Mayor proposed that a project to improve SH-13 from "B" Street to Fourth Avenue be jointly financed by ITD, local funds, and a community block grant from the Department of Commerce and Development. The Department would construct curb, gutter and the roadway. The Board approved state funds in the amount of \$580,000, contingent on approval of the block grant.

Request from the City of Wallace for a Joint Highway Improvement Project. The Mayor proposed that a project to improve downtown streets including old I-90 through Wallace be jointly financed by ITD, local funds and a community development block grant and LID. The Board remembered that a year before, the City had made a similar request for a lesser amount (\$599,800) and with a smaller scope. Due to the limited state funds, the Board felt obliged to only approve an amount equal to that previously requested. That amount is contingent on approval of the block grant.

October 25, 1991

Request from Southern Idaho Transport to Operate Over-width. The company requested approval to haul cardboard boxes three inches over legal width (105"). A 25% increase in costs would be incurred if the company had to keep within the 102" legal width. Department staff reviewed the documentation and photographs but recommended the request be denied because nothing in Idaho Code allowed the Department to provide exceptions to the legal width. Vice Chairman Smith asked if a permitted percentage over legal width could be generally allowed through the present process. Staff will research the request and report back at the November Board meeting.

At 11:30 AM the Board and staff met Aeronautics Advisory Board Chairman Hill and Chief of Aeronautics Miller at the Idaho Falls airport for lunch with Mayor Campbell and Airport Manager Thorsen. The group heard that the total economic impact of the airport is over \$45 million.

The Board meeting continued in the airport conference room.

Airport Revolving Fund. CAB Miller indicated the Advisory Board unanimously approved the airport revolving loan fund standards. He recommended that, if approved, he and the Director develop a strategy for the enactment of the program. Director Kiebert, however, believed that the Board should look at the status of general fund surplus money before making a decision. The matter was deferred to the November Board meeting when Member Davidson could be present to discuss the subject.

Summary of Pending Legal Cases. The Board reviewed the report prepared by Chief Legal Counsel Trabert on the pending legal cases. The Board requested a briefing on major legal cases at the November meeting.

Administrative Appeal, Lazy River Mobile Park, US-95. This item was deferred to the November meeting.

Certification of Revenue and Disbursements. In conformance with Section 40-708, Idaho Code, the certification of revenue and disbursements for FY91 was submitted for Board review.

Without objection, the Board approved and signed the certification shown in Exhibit 42, which is made a part hereof with like effect.

F-6423(006), Key 0385, Cinder Butte-Old Butte Road, US-20. A design public hearing was held August 22, 1991 on the widening of US-20, west of Idaho Falls. As proposed, the project would widen about four miles of US-20 between Cinder Butte and Old Butte roads from two lanes to four with a center left turn lane. The Board approved the design concept

for this project. They wanted changes and improvements to specific design details to be a continuing process through to construction.

Proposed Changes to Rules Governing Special Permits.
The Board authorized the Department to begin rule-making procedures on the following rules:

- 39.B.60, License Plate Provisions
- 39.C.01, Definitions
- 39.C.06, Allowable Vehicle Size
- 39.C.07, Restricted Vehicle Size
- 39.C.09, Special Permits - General Conditions and Requirements
- 39.C.10, When Special Permit is Required
- 39.C.11, Special Permittee Responsibility and Travel Restrictions
- 39.C.12, Safety Requirements of Special Permits
- 39.C.13, Overweight Permits
- 39.C.15, Interstate Excess Weight Permits
- 39.C.16, Oversize Permits
- 39.C.18, Special Permits for Relocation of Buildings or Houses
- 39.C.19, Annual Special Permits
- 39.C.21, Special Permit Fees
- 39.C.22, Special Permits for Extra-Length Vehicle Combinations
- 39.C.24, Self-Propelled Snowplows

39.C.08, Weight Limits. The Board recommended amending this rule to eliminate reference to variable load suspension axles. Staff should solicit input from industry on those axles and submit this rule to the Board again.

Scenic Byways Program. A national "scenic byways" program was proposed by the Federal Highway Administration a few years ago to draw motorists' attention to the highways with the best and most spectacular scenery in the United States. Staff recommends changing the signing on Idaho's scenic highways from "Scenic Route" to "Scenic Byway" and receive the national publicity associated with that program.

Without objection, the Board approved changing Idaho's "Scenic Route" highways to "Scenic Byway" highways and that the highway signs and the official highway map be changed accordingly.

Quarterly Report on Status of Current FY-Program Obligations. The Board reviewed the graphical summary of current Federal-aid Funding Obligations. As of October 1, 1991, \$87.47 million of the \$86.4 million targeted has been obligated. This includes Demonstration funds and a \$1.07 million re-distribution of funds.

Supplemental Engineering Agreement No. 3, IR-F-3112(33), Key 0685, Weiser Alternate Route. The Supplemental Engineering Agreement is requested because the District Materials Section cannot furnish materials investigation due to the priority of other critical projects, (2) the basic aerial mapping furnished by the state is inadequate because of the heavy tree cover in the Monroe Creek area, so on-the-ground topographic mapping is needed to obtain required design data, and (3) a geomorphologist is needed to resolve the Monroe Creek Channel change design and obtain the 404 permit as part of the environmental assessment.

Without objection, the Board approved Supplemental Engineering Agreement No. 3 with Forsgren Associates, P.A. in the amount of \$136,062.38.

School Zone Speed Limit. Staff recommended abandoning the proposal presented to the Board on March 21, 1991, to amend Idaho Code related to speed limit through school zones. This amendment would allow school districts or city councils to make recommendations to the Department on school zone speed limits. The Board agreed to abandon the proposal.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

UST-41000, Key 4891 - Underground Storage Tank, Shoshone Yard. Low bidder: Hobson Inc., dba Dale's Service Company, Boise, ID - \$86,129.20.

RS-1757(001) and ST-0300(100), Keys 3614 and 4862 - Main Street, Fourth West-Third East and Center Street (Lava Hot Springs), Bannock County. Low bidder: Bannock Paving Company, Inc. - \$657,830.90.

F-3220(100), Key 5078, Blaine Street in Caldwell, Canyon County. The bid was less than 25 percent under the engineer's estimate, requiring justification. The estimate was high because previous asbestos removal contracts were used as the basis for estimating this contract. The lack of experienced contractors on previous projects caused an over-estimation of the cost of those contracts. As contractors gain more experience, prices are lowering and becoming more competitive. Low bidder: Northwest Technologies, Inc. - \$33,280.00.

F-6450(100), Key 4780, Lemhi County Line South, Clark County. Low bidder: H-K Contractors, Inc., Idaho Falls, ID - \$612,618.50.

ST-3270(603), Key 5014, Eagle Road and State Street Intersection, Ada County. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, ID - \$107,989.50.

ST-84-1(512)44, Key 5013, Meridian to Isaac's Canyon, Ada County. The bid was less than 25 percent under the engineer's estimate because items were overestimated. Low bidder: Burlington Pavers, Inc., Burlington, WI - \$567,433.24.

ST-7316(600), Key 5027, Int. of Lewisville Highway and Anderson St., Idaho Falls, Bonneville County. Low bidder: H-K Contractors, Inc., Idaho Falls, ID - \$283,400.

IR-15-3(075)118, Key 3830, Broadway and John's Hole I.C. Structures, Bonneville County. Low bidder: Idaho Construction Company, Inc., Kimberly, ID - \$1,288,765.44.

BROS-2000(100), Key 5116, Atlanta Bridge Replacement, Elmore County. Low bidder: Idaho Construction Company, Inc., Kimberly, ID - \$183,020.

STM-8123(600), Key 4993, Mountain Home Business Loop, Elmore County. The low bid was less than 25 percent under the engineer's estimate, requiring justification. The completion date was extended on this project. This reduced the penalty risk factor, amounting to approximately 60 percent of the discrepancy between the low bid and the engineer's estimate. Low bidder: Central Paving Company, Inc., Boise, ID - \$340,380.75.

BROS-2900(006), Key 3978, Potlatch River Bridge, Latah County. The low bid was more than ten percent over the engineer's estimate, requiring justification. Higher bid prices on concrete items are due to the remoteness of the area. The District and Construction Engineer recommend accepting the low bid because they do not believe a savings would result if the project was readvertised. Low bidder: A & R Construction Inc., Lewiston, ID - \$528,609.54.

BRF-3261(012) and RRS-RRP-3261(010), Keys 4171 and 3863, Farmers Co-op Canal and Washington Street, Emmett, Gem County. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's unit prices for excavation, class 40 concrete and concrete waterproofing system were low. The District and Contract Administration recommend accepting the bid. Low bidder: Universal Construction Inc., Emmett, ID - \$381,590.00.

Removal of Section of Former US-95 from State Highway System. On October 8, 1991, the new alignment of US-95 north of the city of Ferdinand and south of the city of Craigmont opened to traffic. The former section of US-95 will be relinquished to the Central Highway District by terms of a Road Closure and Maintenance Agreement dated December 12, 1990.

Without objection, the Board approved removing this section of US-95 from the State Highway System, shown in Exhibit 43, which is made a part hereof with like effect.

October 25, 1991

Removal of Section of Former I-90 and SH-4 in Wallace and Renumbering a Portion of Former I-90 to I-90 Business. On September 5, 1991 new alignment of I-90 and SH-4 in Wallace opened to traffic. Road Closure and Maintenance Agreements dated June 26, 1975, and dated February 2, 1976 and March 30, 1984 give Shoshone County responsibility for a former section of I-90 and the city of Wallace responsibility for former sections of I-90 and SH-4, respectively. Also, a section of former I-90 running through the city of Wallace shall now be designated I-90 Business.

Without objection, the Board approved the official minutes making these changes, as shown in Exhibit 44, which is made a part hereof with like effect.

Removal of Section of Former SH-55 and Adding Reconstructed Portion to the State Highway System. New alignment of SH-55 opened to traffic on September 23, 1991. The former section shall remain under state control, but opened only to local property owners.

Without objection, the Board approved the official minutes, shown in Exhibit 45, which is made a part hereof with like effect.

Continuing Research Agreement with University of Idaho. Since 1987 ITD has supported a continuing research agreement with the Civil Engineering Department at the University of Idaho. For 1991-92, the following studies are recommended as Research Project 112, not to exceed \$50,000: (1) Development of Video Imaging Techniques to collect Transportation Data and (2) Development of Recommendations and Guidelines for Pavement Rehabilitation Design Procedures for the State of Idaho.

Additionally, staff recommends establishing a Research Project, RP 113, to cover the in-house costs of publishing the results of these continuing agreements as ITD research reports. An initial budget of \$15,000 is requested for this work.

Without objection, the Board approved the agreement of RP 112 and RP 113.

Board Policy B-30-01 and Administrative Policy A-30-01, Dealer Advisory Board Activities. This policy defines the relationship between the Idaho Transportation Department and the Dealer Advisory Board. Idaho Code Section 49-1603, adopted by the legislature in 1967 created the Dealer Advisory Board.

The Director has delegated the responsibility of the Dealer Advisory Board to the Chief of Motor Vehicles.

October 25, 1991

Without objection, the Board approved Board Policy B-30-01 and Administrative Policy A-30-01.

Revise Rule 39.B.60, License Plate Provisions. Rule No. 39.B.60 has been updated to reflect changes in the license plate procedures, and to include information on disabled veteran plates, former prisoner of war plates and sample plates.

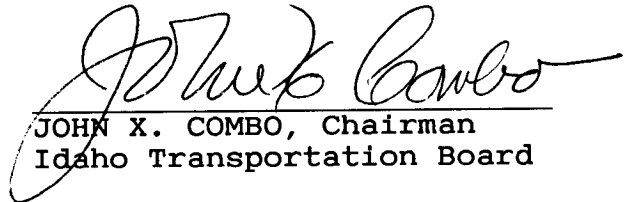
The Board approved promulgating Rule 39.B.60.

Motor Vehicles Bad Check Report, Third Quarter of 1991. The Board acknowledged \$8,374,492.13 in checks. Of those checks processed, \$31,271.60, or .3734% were returned for collection.

The Motor Vehicle Accounting Section and a collection agency collected \$23,334.89, of the total outstanding returned checks in the amount of \$58,682.81, representing a 40% collection rate.

Out-of-State Travel Report. The Board reviewed the travel requested and had no questions or comments.

The Board meeting and tour of District 6 officially ended at 3:30 PM as Vice Chairman Smith and staff members returned to Boise via state aircraft.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
November 15, 1991
Boise, Idaho


October 25, 1991

SUPPLEMENT TO THE OCTOBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

NOVEMBER 1, 1991

Through telephone contact with Board Chairman John X. Combo, and Vice Chairman Leon E. Smith, Jr. on November 1, 1991, the Executive Assistant to the Board obtained approval to:

Revise B-01-12, Purchase of State Property by Department Personnel, based on guidelines for disposal and sale of state surplus personal property by the State Board of Examiners and State Auditor. The revisions are due to recently passed legislation (HB231) which allows an employee to purchase the Department's surplus equipment if he is the successful bidder.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and approved
November 15, 1991
Boise, Idaho

SUPPLEMENT TO THE OCTOBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

NOVEMBER 7, 1991

Through telephone contact with Board Chairman John X. Combo, and Vice Chairman Leon E. Smith, Jr. on November 7, 1991, the Executive Assistant to the Board obtained approval to:

Fund the Sandpoint Air Quality Improvement Plan revision required in the new federal Air Quality Act. Funding will be accomplished through the Sandpoint North & South Federal-aid highway project F-5116(68), Key 1729, \$130,000. Approval of the plan was part of an entire package with Health and Welfare.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and approved
November 15, 1991
Boise, Idaho

November 7, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

NOVEMBER 14-15, 1991

The Idaho Transportation Board met in Boise, Idaho on November 14, 1991 at 8:00 AM in the Transportation Building for the regular meeting and tour of District 3. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Marion Davidson, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Judie Wright, Senior Financial Analyst - Governor's
 Budget Office

Delegation - Citizens of Valley County Regarding Valbois Resort. The delegation feels the EIS documents associated with the proposed Valbois resort contain inconsistencies and illogical assumptions in the analysis of transportation impacts. Areas of concern included "acceptable" level of service, appropriateness of 1996 for the analysis year of future impacts, impacts of traffic generated by secondary developments, terrain conditions assumed in the analysis, orientation of resort traffic and calculation errors and inconsistencies.

Rod Kelly, consultant for the group, recommended updating the analysis, expanding upon the analysis and correcting errors found in it. Board Chairman Combo thanked the group for their presentation and stated ITD staff will review the information and make a recommendation.

The Board and staff started their tour of District 3 by driving to Nampa on I-84. District Engineer Leroy Meyer, Assistant District Engineer Jim Richard and Administrative Secretary to the Board Sue Kaufman joined the group. In Nampa they viewed the 11th Street Underpass.

Delegation - Mayor and Citizens of Nampa. Mayor Goering welcomed the Board to Nampa. The group expressed their appreciation for the support and cooperation they have received from the Board and ITD. The 11th Street Underpass project and Karcher Interchange are currently the top priorities.

Nampa is a thriving city, which is evident by the 8.7 percent building vacancy rate downtown. One of the biggest concerns of the city as it continues to grow is transportation.

November 14, 1991

The Board expressed appreciation for the City's hospitality and refreshments. Chairman Combo added that he's impressed with the City's ambitiousness and ability to move ahead and get things done on its own.

The Board and staff took a short tour of Nampa, looking at the location of the Karcher Interchange, and Caldwell projects before continuing on to Marsing via SH-55. They reviewed the section of SH-55 near Sunny Slope.

Delegation - Marsing Citizens. Marsing area residents urged the Board to consider making SH-55 from Nampa to Marsing a four-lane highway. Traffic has increased considerably on this stretch and there is a tremendous amount of slow-moving traffic, mostly farm vehicles, on this road. Safety is a big concern of the community.

After lunch, the Board and staff continued the tour on SH-55 to US-95 where they turned north and drove to Parma.

Delegation - Notus-Parma Highway District. Skip Smyser, John Obendorf and Von Bowman joined the Board to look at Apple Valley Road. The Notus-Parma Highway District is concerned that the county road will be used as a detour when US-95 is being reconstructed next summer and that the heavy truck traffic will damage the road.

The Board encouraged the Highway District to put up load limit signs on the county road during construction of US-95, as recommended by DE Meyer.

After returning the delegation to Parma, the group continued north on US-95 to Weiser where they viewed the Weiser Alternate Route.

Delegation - Weiser Citizens, Washington County Economic Development Commission and US-95 Association. The delegation met to discuss issues and concerns in the Weiser area and on US-95 statewide.

From Weiser the Board traveled back south on US-95 to SH-52, then on SH-16 where they viewed Freezeout Hill. Blowing sand under certain wind conditions has damaged vehicles and the Department has been requested to reduce the blowing and damage. The group continued on SH-44 to Boise where they remained overnight.

November 15, 1991

Continuation of the meeting and tour of District 3 began at 8:00 AM at headquarters where all three Board members and appropriate staff were present. Jack Coe, FHWA, joined the group.

November 15, 1991

Board Minutes. The October Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 12-13, 1991, Boise
January 16-17, 1992 - Boise
February 20-21, 1992 - Boise

Director's Report. Director Kiebert reported on the status of the Sandpoint North/South Project. Chairman Combo expressed concern that ITD is not meeting its deadlines. SHA Green assured the Board that all resources necessary will be used to meet the schedule and that a change is not needed at this time.

Proposed legislation update. A title fee increase has been added to the department's proposed legislation. The Board would like to review the Department's legislation in more detail at the December meeting.

Earlier this month, Director Kiebert, Deputy Director Lydston, and DE Frank met with delegations in eastern Idaho to discuss projects in their areas.

Legal Briefing. Chief Legal Counsel Trabert briefed the Board on the status of major legal cases.

Administrative Appeal, Lazy River Mobile Park. The Hearing Officer's Findings of Fact and Conclusions of Law recommended the sign owned by Donald and Gayle Mateer be removed.

The Board affirmed the hearing officer's findings as shown in Exhibit 46 which is made a part hereof with like effect.

Right-of-Way Presentation. Right-of-Way Supervisor Leonard Hill explained the types of outdoor advertising signs used along roadways.

Civil Rights Presentation. Civil Rights Supervisor Forstner briefed the Board on the new federal program for the handicapped. Buildings statewide need to be accessible to the handicapped under Program 504.

Civil Rights/Affirmative Action Officer Virginia Tsu reported on programs ITD has implemented in this area. Sexual harassment training courses were offered in spring, with attendance of 504. Approximately once a month brown bag luncheons are held covering topics on civil rights and affirmative action. The department has an excellent temporary employee program that often allows minorities to obtain permanent positions.

November 15, 1991

The Board members congratulated Bernie Forstner on her accomplishments and award she received. They support these programs and urge the section to keep up the good work.

Board Chairman's Report. Chairman Combo updated the Board on the meeting ITD had with FHWA and the US Forest Service (USFS) regarding US-12. The agencies will continue working together on US-12 from Kooskia to the Montana state line.

Coeur d'Alene Lake Property. A meeting to acquire public input on uses for the 5-mile stretch of land along Coeur d'Alene Lake, old I-90, was held earlier this month. A lot of input was received and another meeting is scheduled in December. The Board is hoping to include a final meeting to make a decision on this subject with the tour of District 1 in April 1992.

Status of Aircraft Pool Study. The Board will be meeting with the Governor on December 11 to discuss the Aircraft Pool Study.

Wallace Visitor's Center. The City of Wallace has requested help in establishing a Visitor's Center. Vice Chairman Smith made a motion to increase state funding on the downtown street project from \$599,800 to \$700,000 and to provide staff to help reduce the scope and cost of the street project. A second motion was made to lend engineering assistance to conceptualize the idea for the visitor's center. Both motions passed without objection.

Airport Revolving Fund. This item was deferred to the December meeting.

Executive Session. At 11:45 AM the Board went into Executive Session to discuss litigation. No decisions were made.

At 12:00 noon the Board resumed regular business and took a tour with staff of the Chinden-Broadway Connector project in Boise. This project is on schedule and should be completed in July of 1992. The meeting continued in the District 3 Conference Room.

Special Recognition. Bernie Forstner received a national award from the Federal Highway Administration for her work with disadvantaged business enterprises. Willie Harris from the regional office in Portland was in Boise to present the award.

Ray Mickelson, Program Control Manager, will participate in a six-month cross-training program with FHWA beginning this January. He will spend one week in the divisional office in Boise, two weeks in the regional office in Portland, OR, then the remaining time in Washington, DC.

Chairman Combo said it's a great opportunity and feels we're fortunate that one of our employees can have this experience.

Commendation was given to the employees in District One who assisted in the recent Hauser Lake and Garwood fires.

The I-90 Wallace Viaduct has been nominated for an Outstanding Engineering Achievement Award in 1992 by the National Society of Professional Engineers (NSPE). The design of this project was done by the ITD Bridge Section employees.

Portland Cement Association presented ITD the Concrete Bridge Award of Excellence for the Bennett Bay Bridge.

The Horseshoe Bend Hill project has also been nominated for the Outstanding Engineering Achievement Award in 1992 by the NSPE.

State Highway Administrator's Report. The distribution of bonuses was reviewed because of dissatisfaction expressed by some employees. Variations between bureaus and districts in the awarding of the bonuses were checked and indications showed general uniformity in the distribution of the raises. The Board realizes there is no perfect system and wants this distribution process reviewed further.

Sage Junction Rest Area. The Board concurred in putting expansion of restroom facilities at this rest area on hold while other options are being pursued.

Delegation - Eagle Citizens. The Eagle Alternate Route Mitigation Committee presented its mitigation plan for the Board's approval. The mitigation measures include acquisition of the property identified at the mitigation site, fencing, planting, grading of the river access parking, construction of noise barriers, construction of the Greenbelt path and construction of wetlands to compensate for those filled by highway construction.

Without objection, the Board approved the committee's mitigation plan.

Traffic Counts from Malta to I-84. Staff had been directed to take traffic counts on the highway between Sublett Interchange on I-84 and the city of Malta. The counts were conducted last spring and fall. The road has a rating of 56 out of a possible 100. Because the route does not meet the Board-approved minimum rating of 70, staff did not recommend the route for State Highway System status.

Without objection, the Board approved the staff's recommendation. In the event of major deterioration, the Mayor can come back and ask for assistance.

FY92 Urban Mass Transportation Administration (UMTA) Section 16(b)(2) Program. The Public Transportation Section requested approval to apply, execute and implement Grant ID-16-0018 to be funded under Section 16(b)(2) of UMTA in the amount of \$281,250 for elderly and handicapped transportation.

Without objection, the Board approved this request, as shown in Exhibit 47 which is made a part hereof with like effect.

FY92 UMTA Funding for Section 18 Rural Transportation Program. The Public Transportation Section requested approval to apply, execute, and implement funding of projects for Section 18 Rural Transportation funding in the amount of \$811,543.

Without objection, the Board approved this request, as shown in Exhibit 48 which is made a part hereof with like effect.

Factors to Assess Programmed Amounts by District. Factors used to distribute funds to the districts include population, lane miles, vehicle miles of travel and miles of roadway needs. It was noted that highway needs are emphasized and there is a good balance that coincides with the Local Highway Needs Assessment Council's study. Chairman Combo felt the charts provided by the staff were well done and are useful source documents.

Trends in Interstate and Non-interstate Deficiencies. The levels of deficiencies shown in the charts presented to the Board include miles of roadway with deficient pavement, miles of roadway with deficient pavement and deficient width, and miles of roadway which are deficient according to the Highway Needs Computer Model. The charts indicate that roadway deficiencies are increasing each year.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

F-6471(103), Key 4226 - St. Anthony South Access, Fremont County. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$202,413.00.

RS-3712(004), Key 0133 - Wilder Jct. to Greenleaf, Canyon County. Low bidder: Nelson Construction Company, Boise, Idaho - \$2,834,463.50.

Overwidth Request from Southern Idaho Transport, Inc. The company requested an overwidth permit for hauling boxes 105 inches wide. Section 49-1010, Idaho Code, sets the legal width at 102 inches. Because ITD staff has consistently denied numerous similar requests; Federal Regulation, CFR

658.15 requires states to set maximum width limits at 102 inches; and the Department has consistently denied overwidth loads on extra-length vehicle combinations, the staff recommended this request be denied.

Because of constraints on the state's statutes, the Board does not believe it has power to grant approval for the overwidth request. The Board asked the Department to analyze the impact of legislation which would allow the Board to approve a request like this.

Status of Employee Survey. Out of 2000 employee surveys sent out, approximately 1100 have been returned. The surveys are currently being compiled. Due date for completion of the report is December 1, enabling the Board to review the results at its next meeting.

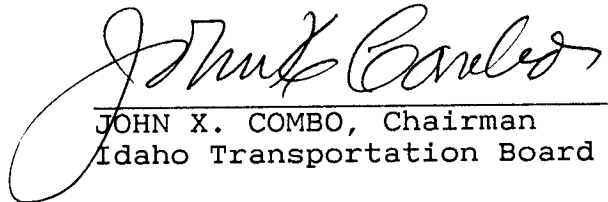
Out-of-State Report. The Board reviewed the travel requested and had no questions or comments.

Deputy Director's Report. ITD's Annual Report. The Board suggested revisions to the Director's draft letter for the Annual Report. ITD publishes this report in December and distributes it to the legislators when they meet in January for the legislative session.

Executive Session. The Board went into Executive Session from 3:30 to 4:05 PM to discuss legal issues.

Tour of District 3. The Board toured the District Three office and met some of the employees.

WHEREUPON, the Board meeting adjourned at 4:35 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
December 12, 1991
Boise, Idaho

November 15, 1991

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

DECEMBER 12-13, 1991

The Idaho Transportation Board met in regular session in Boise, Idaho on December 12, 1991 at 8:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Marion Davidson, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The November Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 16-17, 1992 - Boise
February 20-21, 1992 - Boise
March 19-20, 1992 - Boise

Director's Report. The Headquarters environmental team will complete the analysis for the Sandpoint North/South project and organize material into a draft environmental impact statement (DEIS). The DEIS is expected to be presented for a FHWA and formal public input in the spring of 1992, followed by a location public hearing.

Director Kiebert described the three pieces of state legislation that would make the motor vehicle program self-supporting and return \$1.8 million to the state highway account and \$846,000 to the county current expense fund. The loss to local roads and streets and Department of Law Enforcement is caused by redirecting administrative fee deposits from the Highway Distribution Account to the State Highway Account. That loss is offset for locals with increased funding for the T2 (technology transfer) program.

The Legislative budget book should be out for review the first week of the session. The Department's budget presentation to the Joint Finance and Appropriations Committee (JFAC) is tentatively set for January 30.

December 12, 1991

The Board asked the Director to provide information to the Governor for his State of the State message on when increased state funds would be needed to match the new federal funds.

The Board reviewed the request to construct a visitor's center in Wallace. Neither the southwest nor southeast quadrant of the West Wallace interchange can qualify as rest areas because they are not large enough to accommodate truck access. The Board members were sympathetic to the economic plight of Wallace, but determined they could not legally expend state highway funds on the construction of a visitor's center at a site that does not qualify as a highway rest area.

The City of Wallace also requested donation of the southeast area for parking, a green area, and possible heliport. The Board set aside an earlier decision to sell the land at public auction. The Director was asked to assess the marketability of the east quadrant and determine the FHWA's position regarding payback of federal funds expended if the property should not be used for highway purposes. The Board will revisit the subject of the southeast quadrant as soon as the appraisal has been completed.

Delegation - Local Highway Needs Assessment Council.
The Council asked the Board to consider a second study that would update the data included in the 1986 assessment. Chairman Bill Smith said the new information was needed to assist in revenue raising attempts and in setting project priorities based on the increased federal funding. He indicated the scope of work on the second study was yet to be resolved. Several sources to fund the work are available in the new federal transportation act.

The Board asked staff to evaluate the request and assist the committee in formulating the scope of work needed. An analysis is expected at the January Board meeting.

Delegation - Attorney General Larry Echohawk. AG Echohawk recognized the salary inequity experience by ITD attorneys and offered the Board the option of making the attorneys non-classified by designating them as Deputy Attorneys General. He outlined the current contractual relationship he has with other agency lawyers. Vice Chairman Smith expressed concern that the attorneys could form a double allegiance under that system.

The Board members appreciated Attorney General Echohawk's unprecedented visit and indicated they would review the available options to provide equitable salaries for the Department lawyers.

Delegation - Don Schwartz, Regarding Parking Space.
Since the reconstruction of the intersection in Eagle (SH-55

and SH-44), Mr. Schwartz lost two parking spaces in the front of his restaurant business. He alleged that the loss would seriously jeopardize the continuation of his business. The Board asked District Engineer Meyer to review the options and report back to the Board during the current meeting.

A subsequent phone call from the District Engineer and by recommendation of the State Highway Administrator, the Board determined it was unable to reinstate the parking spaces without a reconstruction of the intersection.

Employee Survey. The Board members reviewed the confidential results of the department-wide employee survey yesterday. The members were pleased with the number of surveys returned and said the responses exceeded their expectations.

The Board approved a motion to send each employee a letter, publish a press release with general information from the survey in the *Transporter*, and mail to employees with supervisory responsibility individualized comments on their survey results.

Deputy Director's Report. Deputy Director Lydston gave the Board a brief update on the status of the national transportation legislation. When additional information is obtained, it will be provided to the Board.

The Germane Legislative Committee reviewed the proposed changes to ITD rules. The Board concurred with the Committee's recommendation to delay implementation of Rule 39.C.19, Annual Special Permits.

Without objection, the Board moved to proceed with implementation of Rule 39.C.08, Legal Weight Limits, in spite of the Committee's vote to oppose implementation of this rule.

Rule 39.C.22, Special Permits for Extra-length Vehicle Combinations. The Department requested permission to do a study of the effects of branch rail line abandonments on the level of service of highways which would carry the freight presently transported by rail. This study should be the basis for considering restricting extra-length or even legal-length forest product motor vehicle combinations on portions of the state highway system.

Without objection, the Board approved looking into this type of study.

State Highway Administrator's Report - Miscellaneous. Current ITD practice is to specify polymerized asphalt as a top course on the Interstate. Novaphalt is not competitive and there is no indication that adding more cost to both products to make them competitive is justified.

The U.S. Forest Service indicates Perma Zyme is being used experimentally but is not currently an approved product for maintenance of forest roads.

SHA Green said he received a code of enforcement booklet published by the City of Lewiston. This booklet explains the functions of the various city agencies and how to deal with specific problems. He would like to pursue the possibility of a publication of this type by the Department. The Board gave its approval to proceed with this project.

Rule 39.C.80, Legislation of Overloaded Vehicles. House Bill 227 passed by the 1991 Legislature and effective January 1, 1992, provides that vehicles exceeding 2,000 pounds overweight on a single axle, or seven percent overweight on any other axle combination must legalize the vehicle prior to leaving the scale. The exception is for vehicles hauling commodities that are either unsafe or impractical to offload. This rule defines those commodities falling into these broad categories, and requires that the vehicle operator purchase travel authorizations as provided for by Section 49-1001(8), Idaho Code.

Without objection, the Board approved new Rule 39.C.80 under the emergency and normal rule-making process.

Matching Rural Technical Assistance Program (RTAP) Funds. The Idaho Technology Transfer (T2) Center is requesting an increase in their budget for Calendar Year 1992, to \$200,000. RTAP provides half of the funds. Department staff proposed providing the local (or non-federal) match through the Federal Aid Secondary (FAS) Exchange Program instead of from the state-generated highway user revenue.

Without objection, the Board approved the \$100,000 to come from the local FAS program or a similar new program.

Grandfather Rights on Overwidth Loads. Last month the Board directed staff to evaluate grandfather rights under vehicle dimension laws to determine if code revision could allow minor overwidth dimensions by permit on state highways for reducible loads.

U.S. Code and the Code of Federal Regulations provide for exceptions to federally mandated size and weight limitations. Widths greater than 102" are allowed by permit for certain vehicles and loads on the national network which cannot reasonably be dismantled. Idaho has no grandfather right to exceed the 102" width except for those nondivisible loads. Therefore, Idaho would be found not in compliance with federal law should Idaho Code allow a width greater than 102" on reducible loads.

Request to Operate Extra-length Logging Combination on SH-75. Penta Post & Treating Company, Inc. has requested to

operate an extra-length logging combination over Galena Summit on SH-75. This combination has an overall length of approximately 95 feet, not including load overhang.

Based on the Department-developed criteria for evaluating routes for extra-length operations, this section of SH-75 does not qualify to be designated for extra-length operations.

The Board denied the request from Penta Post & Treating Company, Inc. to operate an extra-length logging combination over Galena Summit.

Petition to Move 16-foot Wide Mobile Home. Mr. Jerry Page requested permission to move his 16-foot wide mobile home from Montana to Emmett, Idaho. Rule 39.C.17 limits the maximum width of mobile homes being towed on their own axles to 14 feet at the base. Rule 39.C.10.7,c gives the Transportation Board authority to consider a petition for the temporary waiver of regulations which are perceived as being the cause of an economic hardship.

Without objection, the Board approved issuance of a special permit to Jerry Page to move his 16-foot wide mobile home on its own axles from Montana to Emmett on a one-time-only basis based on economic hardship.

Right-of-Way Use Permit, 03-92-082, SH-45. Mr. Dale S. Pline is requesting a right-of-way use permit for relocation, widening and removal of use restrictions for access south of Nampa, S-3754(2), SH-45.

Without objection, the Board approved the relocation, width increase to 40 feet, and removal of the restriction as to usage.

Authorization to Initiate Negotiations on Parcel No. 184, Project IR-84-1(13)33, Key 3214. In concurrence with staff and the Chief of Highway Operation's recommendation, the Board gave approval authorizing initiation of negotiations in excess of \$100,000.

Authorization to Initiate Negotiations, Project By-72, Source North of Moyie Springs, US-2. In concurrence with staff and the Chief of Highway Operation's recommendation, the Board gave approval authorizing initiation of negotiations in excess of \$100,000.

Revision to Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. Revisions to Board Policy B-03-01, changing the language to omit the appraisers' estimates of property value and a recommendation asking for authority to settle within ten percent over the fair market value, were denied by the Board.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

ST-6500(603), Key 5026 - Rainy Cr. Br., Bonneville County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$497,887.35.

BRM-8713(001), Key 2826 - Lower Payette Ditch, Payette, Payette County. Low bidder: Ontario Asphalt & Concrete Inc., Ontario, Oregon - \$195,638.63.

UST-33300 & UST-33400, Keys 4889 and 4890, Underground Storage Tank at Riddle and at Weiser Upgrade, Owyhee and Washington Counties. The only bid received was more than ten percent over the engineer's estimate. The analysis of the bid shows a potential for savings if it is readvertised. The project is not urgent and there are very few potential contractors doing this type of work in the area, so an adverse effect on bidding is not anticipated. The Board concurred with the District and Construction Engineer's recommendation to reject this bid and readvertise it at a later date.

Identification of Legal Cases to be Brought before Board. Chief Legal Counsel Trabert presented a suggested list of legal cases the Board shall approve filing of. The Board concurred with the list and added some.

These cases include an appeal or original action in the Idaho Supreme Court or U.S. District Court; cases against any public entity or public official and actions in eminent domain or trespass in any court. The Board shall approve out-of-court settlements of any cases involving the following: termination/reinstatement of an ITD employee; payment of \$100,000 or more by ITD; cases in which a public entity or public official (other than ITD or ITD employees) is a party; cases pending in the Idaho Supreme Court or U.S. District Court; and cases which the Board, Director, Chief Legal Counsel or SHA consider to be of significant interest to the environment, elected public officials or the general public.

Settlement Proposal in State Board of Land Commissioners and Idaho Department of Lands Vs. ITD, Ada County Case No. 94188. The State Board of Land Commissioners and the Idaho Department of Lands filed suit against ITD alleging that placement of fill in Coeur d'Alene Lake as part of the I-90 construction constituted a trespass on State property and as such violates the Public Trust Doctrine. The Board approved the settlement proposal as presented.

Out of State Travel Report. The Board reviewed the travel requested and had no questions or comments.

North Idaho Chamber of Commerce, Inc. Resolutions No. 1 and No. 2. The Board acknowledged Resolution No. 1 stating North Idaho Chamber of Commerce's support to the Highway 95 Association and Resolution No. 2 lending their support to the speedy implementation of funding and actual improvement for US-2 and urging all governmental entities involved to improve US-2.

WHEREUPON, the Board meeting recessed at 3:50 PM.

December 13, 1991

The Transportation Board meeting reconvened at 8:10 AM on December 13, 1991, in the Transportation Building in Boise, Idaho. All Board members were present.

Meeting with Aeronautics Advisory Board. Director Kiebert briefed the Board on options available for a replacement aircraft for the Navajo. He recommended time-purchase financing at 6 to 6 1/2% and terms up to 12 years.

The Board agreed with the consultant's recommendation that the replacement aircraft should be at least eight-passenger, pressurized and turbo-prop. Bureau Chief Miller indicated he had specifications written for that type of aircraft.

Vice Chairman Smith said he discussed the subject with the Governor on the previous day. The Governor supported the need for a replacement aircraft and indicated he would mandate that state agencies give first priority to use of the plane, and that he would not exercise his prerogative by preempting other agencies' prescheduled flights.

Board Chairman Combo asked the Advisory Board members to scout available aircraft and report their findings.

On the matter of the airport revolving fund, Director Kiebert suggested the subject be deferred until a surplus existed within the state's general fund. The Board agreed.

Right-of-Way Presentation. Right-of-Way Manager Leonard Hill gave an overview of the functions and responsibilities of the Right-of-Way Section.

Tour of Headquarters. The Board members and appropriate staff toured the Office of Highway Safety, Transportation Services, Bridge Maintenance, Headquarters Garage, Maintenance, Contract Administration and Materials. The Board enjoyed meeting the employees and learning more about their duties.

Presentation by Financial Control. Loyd Bell, Gene Baker and Mary Mangum gave a brief outline of their duties and the functions of the Financial Control Section.

December 13, 1991


Mid-Management Academy. A summary of the Mid-Management Academy that was held in October, along with comments and suggestions from the participants, was reviewed by the Board. A lot of positive feedback was received and the Department plans to continue these academies for mid-management employees.

Planning Process for Filling Job Vacancies. Chief of Administration Dick Transtrum reported on the long range planning process for filling job vacancies as they occur. He also mentioned ITD has one of the lowest turnover rates in Idaho state government.

Vice Chairman Smith requested the COA determine the procedures in making a position non-classified. This report, discussing the advantages and disadvantages, should be presented at the next Board meeting.

The Board also requested the COA to pursue with the Idaho Personnel Commission the options available for producing equity in the salaries for attorneys, CADD operators, and other special categories, and report at the January meeting.

WHEREUPON, the Board meeting adjourned at 3:15 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
January 16, 1992
Boise, Idaho

December 13, 1991